



# WASHINGTON COUNTY OREGON

February 28, 2011

TO : Washington County Coordinating Committee  
FROM : Andrew Singelakis, Director  
Land Use and Transportation  
SUBJECT: WCCC MEETING AGENDA

DATE: Monday March 14, 2011  
TIME: 12:00 PM – 1:30 PM  
PLACE: Beaverton Library Meeting Room A  
12375 SW Fifth Street -- Beaverton

**Meeting rescheduled  
from March 7, 2011**

## A G E N D A

1. Visitors comments
- \* 2. Approval of Minutes – February 7, 2010 Action
- \* 3. Transportation Development Tax (TDT):  
Temporary Discount Review Action  
Presenter: Steve L. Kelley, Senior Planner
- \* 4. TDT "Previous Use" Language Adjustment:  
Housekeeping Amendment Action  
Presenter: Steve L. Kelley, Senior Planner
- \* 5. TDT Project List Amendment Policy Action  
Presenter: Steve L. Kelley, Senior Planner
- \* 6. Traffic Impact Fee (TIF) Annual Adjustment Action  
Presenter: Steve L. Kelley, Senior Planner
- \* 7. TIF Request: Evergreen Road, Washington County Action  
Washington County  
Presenter: Gary Stockhoff, Manager, Capital Projects
- \* 8. MSTIP 3 Bike and Pedestrian Funds: Action  
City of Banks request  
Presenter: Jim Hough, City Manager, North Plains
- \* 9. Regional Strategy for Washington DC trip and Information  
WCCC letter of support: Status  
Presenter: Andrew Singelakis, DLUT Director
10. MPAC Agenda Information  
Presenter: Keith Mays, Mayor, Sherwood

- \* 11. JPACT Agenda and Work Program Information  
Presenters: Roy Rogers, BCC, Washington County;  
Craig Dirksen, Mayor, Tigard
  
- 12. Other Business Information
  - \* -- Bethany Boulevard MSTIP 3C project: Update
  - \* -- Agency Monthly Updates
  - \* -- WCCC Transportation Advisory Committee Agenda
  - \* -- Next WCCC meeting agenda, draft

The next regular WCCC meeting is scheduled for **Monday April 11, 2011**. If you have any questions, please call me at 846-8740.

- \* Material enclosed in packet

WASHINGTON COUNTY COORDINATING COMMITTEE  
POLICY GROUP MINUTES  
February 7, 2011

Voting Members:

Mike Castillo, City of Hillsboro  
Craig Dirksen, City of Tigard  
Pete Truax, City of Forest Grove  
Monique Beikman, City of Tualatin  
Jef Dalin, City of Cornelius  
David Newham, City of King City

Chuck Van Meter, City of Durham  
Brian Biehl, City of Banks  
Tim Knapp, City of Wilsonville  
Denny Doyle, City of Beaverton  
Keith Mays, City of Sherwood

Others in Attendance:

Andrew Singelakis, Washington County  
Andy Back, Washington County  
Gus Duenas, City of Tigard  
Rob Foster, City of Forest Grove  
Derek Robbins, City of Forest Grove  
Clark Berry, Washington County  
Blair Crumpacker, Washington County  
Tom Pessemier, City of Sherwood  
Hal Bergsma, THPRD  
Marc San Soucie, Beaverton City Council  
John Vallay, Senator Merkley's Office  
Karen Frost, Westside Transportation Alliance  
Erika Kampe, Westside Transportation Alliance  
Ernie Platt, HBAMP  
Margo Barnett, OSU Extension Service

Mark Ottenad, City of Wilsonville  
Dave Waffle, City of Cornelius  
Rob Dixon, City of Hillsboro  
Don Odermott, City of Hillsboro  
Mike McKillip, City of Tualatin  
Kathryn Harrington, Metro Council  
David Kim, ODOT  
Lake McTighe, Metro  
Jonathan Schlueter, WEA  
Chris Barhyte, Tualatin City Council  
Steph Routh, Willamette Pedestrian Coalition  
Dana Tims, The Oregonian  
John Leeper, Citizen  
Nathalie Darcy, Citizen  
Tim McGilvrey, CPO 4M

The meeting was called to order at 12:04 PM.

Agenda Item 1 -- Visitors Comments:

Tim McGilvrey urged the WCCC to support establishment of an Active Transportation Advisory Committee. He stated that sometimes planners' ideas aren't consistent with users' needs and that he would like to see things done in the best way possible. He cited, as an example, planning for trails as a way to address bicycle travel needs. He stated that trails do not address the needs of "trans-jurisdictional cyclists," those who use bicycles for daily travel on sometimes lengthy trips and who want routes to be as direct as possible. He stated trails may be better for recreational cyclists.

Karen Frost stated that she had copies of a recently produced WTA brochure for WCCC members. She stated that the WTA is interested in partnering with local jurisdictions on transportation system plan updates. She stated that the WTA wants governments to be more aware of services WTA provides. She introduced Erika Kampe, a new WTA program manager who will be responsible for Tigard, Tualatin and other south county areas. Ms. Frost stated that she would be focusing on the Beaverton and Hillsboro areas.

Tim Knapp asked whether the county has had conversations with Mr. McGilvrey on the active transportation advisory committee issue. Andrew Singelakis stated that his department has discussed the possibility of such a committee and agree that it has merit. He stated that the

Department would be in touch with Mr. McGilvrey. Mr. McGilvrey stated that he is member of a group of 60 cyclists that would be happy to participate in discussions.

Agenda Item 2 – Approval of January 10, 2011 Minutes: Blair Crumpacker distributed a copy of a correction to the draft January 10 meeting minutes modifying a reference to a mid-block crossing that was part of the Fanno Creek Trail project. Tigard city staff had pointed out that the referenced crossing was elsewhere and not part of the project. WCCC members voted unanimously to approve the minutes with the noted correction.

Agenda Item 3 – Regional Flexible Funds: Process and Criteria Recommendation: Andy Back described the schedule for the Regional Flexible Funds allocation process. He stated that the process this cycle will differ from that of the last couple of decades. He stated that in the new process JPACT has made some policy decisions up front. He stated that JPACT had determined that 75 percent of funds would be allocated to Active Transportation and Complete Streets projects and that 25 percent would go to Green Economy and Freight projects. He stated that Metro would allocate funds within the region by county, and that local governments within each county would work together and with Metro to identify a project that best meets program criteria. He stated that there appears to be approximately \$67 million available, and that \$43 million would go to existing regional programs and \$24 million would be allocated through this process. Based on this, it appears that \$7-9 million would likely be available to Washington County local governments and that this would be allocated 75 percent to Active Transportation Projects/Complete Streets and 25 percent to Green Economy/Freight. He stated that deciding which projects best fit these categories would occur over the next four to six months.

Kathryn Harrington stated that a report on the Regional Flexible Funds program had been distributed before the JPACT meeting packet. She stated that it appears the WCCC will need to take recommending action in August, which can be a difficult time to get people together. Mr. Back stated that it would be important to plan ahead on this. Denny Doyle stated that it would be important to make the decisions before September.

Agenda Item 4 – Active Transportation Projects: Establishing Regional Priorities: Lake McTighe stated that Metro is in the process of trying to develop regional consensus on high priority large active transportation projects to ensure we are ready if funding opportunities for such projects arise. She noted that some parts of the country had been successful during the recent federal TIGER grant process because they already had identified and arranged local funding commitments to help build big active transportation projects. She stated that Portland metro area has done well in getting funding for small projects but not so well for large, corridor level facilities. She stated that other funding programs are being discussed at the federal level, including a Rails-to-Trails program and the ACT Act, with funding levels of about \$2 billion each. Ms. McTighe distributed copies of the regional appropriations and reauthorization project lists as well as materials identifying major demonstration project candidates and describing the process.

Ms. McTighe stated that the proposal to develop regional priorities for large-scale active transportation demonstration projects had grown out of discussions of a regional active transportation task force. She stated that the list of potential projects has been developed and that prioritization of those projects is the next challenge.

Ms. McTighe stated that Metro had prepared a grant application for the federal TIGER grant but was unable to obtain sufficient local funding commitments to compete effectively. She stated that the winning jurisdictions had been awarded from \$25-30 million each to do their projects.

Tim Knapp observed that there are quite a few criteria and asked how Metro determines how these would be applied in the prioritization process. Ms. McTighe stated that staff does the technical analysis required for some of the criteria, but that some would require policy based decisions by elected officials. Cost and levels of community support would be important, she said. There was some discussion regarding selection of candidates on the appropriations list. Mr. Knapp asked when the WCCC should become engaged in the discussion. Ms. McTighe stated that the political facet of discussions has yet to occur.

Andrew Singelakis asked for clarification on the sequence of discussions. Ms. McTighe stated that a meeting with the Transportation Policy Alternatives Committee (TPAC) would occur first, then Metro staff would meet with the WCCC and other coordinating committees, and finally, recommendations would be presented to and discussed with JPACT.

Mike Castillo stated that it is a great idea to focus on connecting existing links to complete active transportation routes. He stated that in some cases the city of Hillsboro has to bus children to schools just across the street because there are no safe street crossings. Ms. McTighe stated that sidewalks are important and recognized as such in the program.

Monique Beikman stated that the city of Tualatin has problems similar to the one described by Mr. Castillo. She suggested that Ms. McTighe get in touch with local government staff that are working on these issues.

Jef Dalin stated that children living in Cornelius have to be bussed across the Tualatin Valley Highway because it is unsafe for kids to cross. He stated that this problem exists throughout the system and has to be looked at as part of the policy discussion.

Andy Back asked how Metro sees this working in relation to the Metropolitan Transportation Improvement Program (MTIP) process, noting that based on the schedule for this MTIP cycle, it would have been good to have had this discussion six months ago or so.

Ms. McTighe stated that the MTIP process provides a sort of mini pilot project for the demonstration project effort in that it seeks to identify projects supported by multiple jurisdictions in specific areas or corridors. She stated that there has been some good work going on, though with the uncertainty of developments at the federal level, the demonstration project development process has a bit uncertain and organic.

Keith Mays stated that the only thing particularly concerning to him is that this work appears likely to be funded with existing funds, which are already in short supply, and not with new funds.

Agenda Item 5 – Regional 20123 Appropriations Priorities: Letter of Support: Andrew Singelakis distributed a press release from Senate Appropriations Committee Chairman Daniel Inouye's office stating, in effect, that earmarks would not be considered in the federal budgeting process this year. He stated that JPACT would be discussing the issue at its meeting on Thursday, but that the WCCC would need to agree on whether to formally present a letter what its content should be before its next meeting in order to have it available for those joining the

March 8-10 trip to Washington DC. He noted that a draft letter was in the meeting packet. Keith Mays and Mike Castillo stated that the WCCC should send Congress the list of priority projects. Mr. Mays stated that the funding wouldn't be going away, just not allocated via earmarks, and that other opportunities for funding projects might arise.

Craig Dirksen agreed with Kathryn Harrington's suggestion that the WCCC should urge Congress to move forward with a transportation funding bill in order to signal its continuing commitment to transportation infrastructure improvement.

Jef Dalin agreed with Keith Mays' point, noting his support for letting the Washington County congressional delegation know the WCCC position and preferences. Tim Knapp agreed and suggested that some reference to the important role of transportation infrastructure in supporting economic growth should be added to the letter. He stated that the letter should also note that confusion and uncertainty in congressional decision-making also has negative impacts on investment and growth.

Mike Castillo stated that he'd like to see the Hwy 26/Brookwood-Helvetia interchange project included in the letter as a county priority. He noted that it is on the regional list as being sponsored by the Port of Portland, but that it is in Washington County.

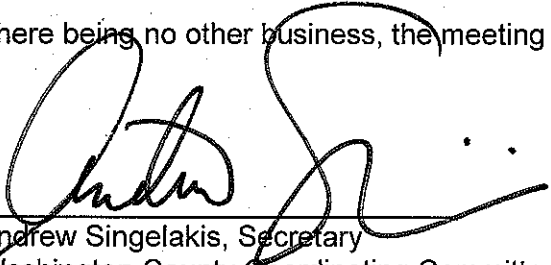
WCCC members voted unanimously to support modification of the letter in the packet to reflect the points stated above and, once JPACT meets and the shape of the regional package becomes clearer, to distribute a draft for WCCC review.

Agenda Item 6 – MPAC Agenda: Keith Mays stated that the MPAC meeting had been cancelled. Kathryn Harrington noted that there would be one later in the month.

Agenda Item 7 – JPACT meeting: Andy Back noted that most items on the JPACT agenda are related to issues the WCCC has been discussing.

Other Business: Keith Mays asked WCCC members to introduce themselves, noting some new members were in attendance. David Kim provided an update from ODOT; Kathryn Harrington summarized recent discussions regarding the Columbia River Crossing; Andy Back summarized the agenda from the January 27 WCCC TAC meeting. Blair Crumpacker stated that the next WCCC meeting would be on March 7, not March 6 as stated on the meeting agenda.

There being no other business, the meeting was adjourned at 12:58 pm.



Andrew Singelakis, Secretary  
Washington County Coordinating Committee  
Pg020711



# Memorandum

**To:** Washington County Coordinating Committee  
**From:** *SLK* Steve L Kelley, Senior Transportation Planner  
**Date:** February 25, 2011  
**Re:** Transportation Development Tax - Temporary Discount Review

In December 2009, the Washington County Board of County Commissioners, based on guidance from the WCCC, enacted Ordinance 729 which provided for a temporary discount to the TDT rates, and made several minor housekeeping changes to the TDT. The temporary discount adjusted the 4-year phase-in schedule of the TDT. The temporary discounts enacted included:

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

The effect on 5 sample categories (out of over 70 categories) is shown on the table below:

Land Use Category (ITE Code)	Unit	Current TDT (without discount)	TDT July 1, 2011 (without discount)	TDT July 1, 2012	TDT July 1, 2013
Single Family Residence (210)	/dwelling	\$5,226 (\$5,807)	<b>\$6,665</b> (\$7,016)	\$8,225	Indexed as per ordinance
Shopping Center (820)	/TSFGLA	\$6,828 (\$7,587)	<b>\$8,968</b> (\$9,440)	\$11,293	Indexed as per ordinance
Medical Clinic (630)	/TSFGFA	\$13,741 (\$15,268)	<b>\$18,231</b> (\$19,190)	\$23,113	Indexed as per ordinance
Manufacturing Building (140)	/TSFGFA	\$1,994 (\$2,215)	<b>\$2,577</b> (\$2,713)	\$3,210	Indexed as per ordinance
Office Building (710)	/TSFGFA	\$5,246 (\$5,829)	<b>\$6,869</b> (\$7,230)	\$8,632	Indexed as per ordinance

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

The Washington County Board of Commissioners has in the past relied upon input from the WCCC prior to making this decision. **The Board's options include:**

- **Continue the temporary discount as enacted by Ordinance 729.**
- **Terminate the temporary discount, and allow the full TDT rates to apply.**

Ordinance 729 required an annual review of the discount. The Washington County Board of Commissioners has the option of continuing or terminating the discount.

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

A public hearing on the annual review will be scheduled for Tuesday April 26, 2011.

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

Last year, one of the questions asked by the WCCC was what would happen to the temporary discount if the Board of County Commissioners did not take an action. It is anticipated that the Board will take action, but County Counsel responded to this question as follows:

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

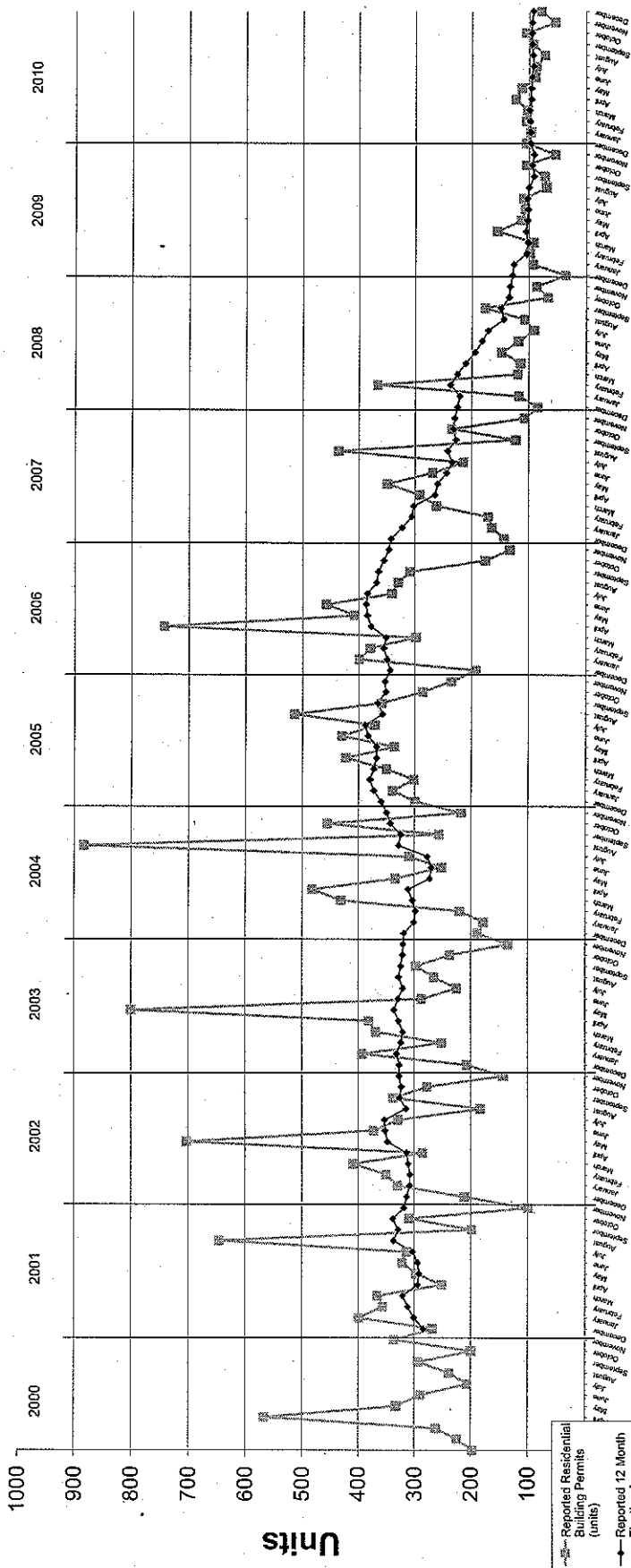
Attached are 3 pages charting economic conditions within Washington County and the State of Oregon. These charts include:

- Monthly New Privately-Owned Residential Building Permits for all of Washington County, published by the US Census Bureau. This graphic shows residential building permit activity over the last decade. The light line graphs the raw monthly data, while darker line tracks the average of the prior 12 months of data.
- Workforce & Economic Research Fast Facts, published in January 2011 by Worksource Oregon.
- Index of Leading Indicators, published in January 2011 by the Oregon Office of Economic Analysis. This index describes important economic trends statewide and is useful for a picture of how the state economic trend is moving or is expected to be moving.

At their meeting the transportation advisory committee discussed the discount, and recommended that the discount be continued.

Staff recommends that the WCCC deliberate on this issue and consider a recommendation to the Board of County Commissioners.

# Monthly New Privately-Owned Residential Building Permits\*



\*Within Washington County, Oregon  
Source: U.S. Census Bureau

Month

Reported Residential Building Permits (units)  
Reported 12 Month Floating Average



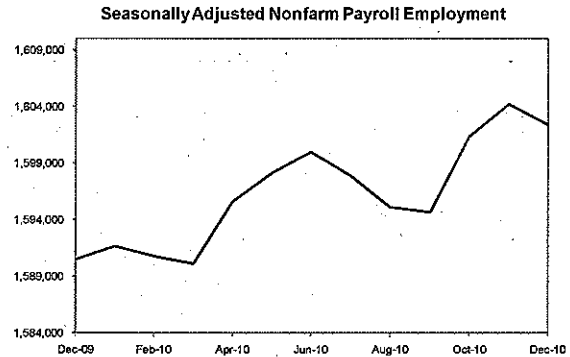
Quality Information, Informed Choices

# Labor Market Information

State of Oregon • Employment Department • [www.QualityInfo.org](http://www.QualityInfo.org)

## Workforce & Economic Research Fast Facts – January 2011

- At 10.6 percent in December, Oregon had the 7<sup>th</sup> highest unemployment rate nationwide; Oregon has ranked in the top 10 states for seven consecutive months.
- The employment growth in Oregon's information sector continues to top the nation with a gain of 7.5 percent over the year in December.
- The number of unemployed Oregonians was essentially the same in December 2009 and December 2010.



### Unemployment Rates (Seasonally Adjusted)

	Current Month Dec-10	Prior Month Nov-10	Year Ago Dec-09
<b>U.S. Unemployment Rate</b>	9.4%	9.8%	9.9%
<b>Oregon Unemployment Rate</b>	10.6%	10.5%	10.6%
National Rank*	7th	7th	13th
<b>County Unemployment Rates</b>			
Highest: Crook	18.5%	19.3%	17.8%
Lowest: Gilliam	6.8%	6.7%	7.3%

### Unemployed & Employed

	Current Month Dec-10	Prior Month Nov-10	Year Ago Dec-09
<b>Oregon Total Unemployed</b>	206,161	208,191	205,513
Change From Previous Year	648	11,369	32,125
Percent Change From Previous Year	0.3%	5.8%	18.5%
<b>Oregon Nonfarm Payroll Employment</b>	1,613,700	1,621,100	1,601,700
Change From Previous Year	12,000	12,400	-82,800
Percent Change From Previous Year	0.7%	0.8%	-4.9%
National Rank*	27th	21st	38th

### Industry Rankings, Year/Year Growth

	Current Month Dec-10	Year Ago Dec-09	Percent Change	National Rank*
<b>Fastest Growing Sectors in Oregon</b>				
Information	35,700	33,200	7.5%	1st
Mining & Logging	7,300	6,800	7.4%	20th
<b>Slowest Growing Sectors in Oregon</b>				
Construction	64,100	66,900	-4.2%	23rd
Manufacturing	160,600	162,900	-1.4%	43rd

### Average Covered Pay, Oregon's Private Industries

	2010-1st Half	2009-2nd Half	2009-1st Half	2008-2nd Half
<b>Average Covered Pay Per Worker</b>	\$20,308	\$20,757	\$19,988	\$20,473
Percent Change From Previous Year	1.6%	1.4%	-0.1%	2.6%
<b>Portland-Salem Consumer Price Index (1982-84=100.0)</b>	213.0	212.0	207.9	210.6
Percent Change From Previous Year	2.5%	0.7%	-1.3%	2.8%

\*Rank among 50 states and Washington, D.C. Industry data are not available for some locations, so industry rankings may not include all states.

To be added to the email distribution for this report, contact Kathi Riddell at [Kathi.R.Riddell@state.or.us](mailto:Kathi.R.Riddell@state.or.us) or 503-947-1266.



# Index of Leading Indicators

## November 2010

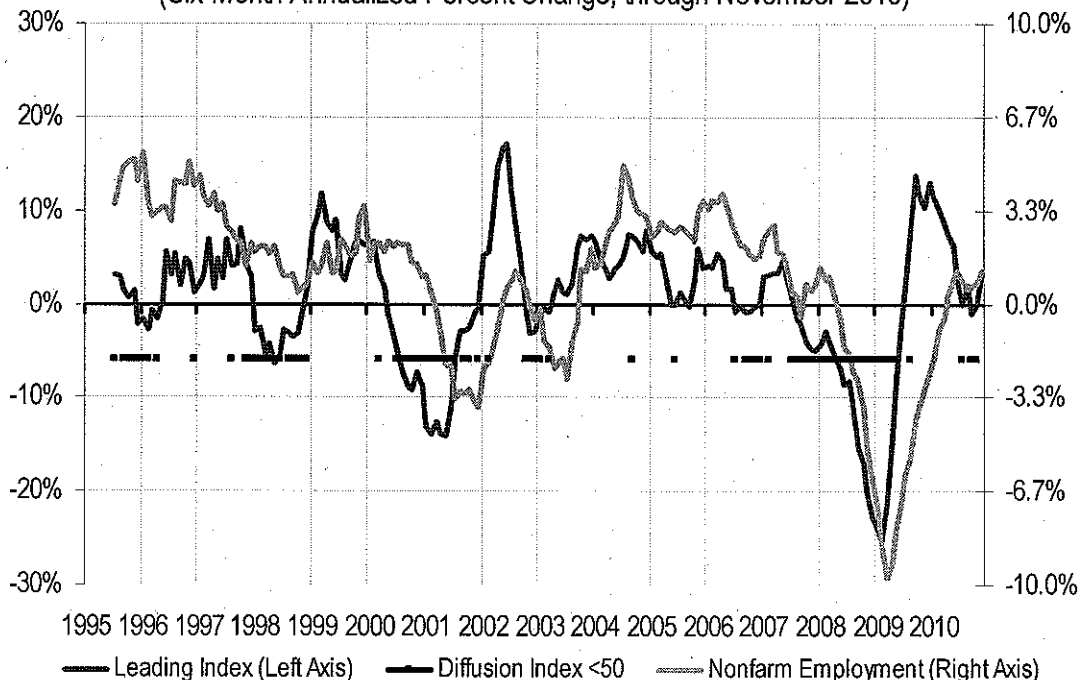
Office of Economic Analysis

January 7, 2011

In November 2010, the six month percentage change in the Oregon Index of Leading Indicators<sup>1</sup> was 3.5 percent, following a revised 0.0 percent change the prior month – meaning the October OILI registered the same value as in April. The Index has essentially moved sideways with no sustained increases or decreases since June, however the November numbers are a relatively strong departure to the positive. The overall Index value is now back to August and September 2008 levels, reached just prior to the most acute phase of the financial crisis. In November, six of the eleven indicators registered positive values with one more showing no change. Only four indicators were negative, the lowest number of negative indicators in the past seven months. The positive indicators were: Oregon Housing Permits, Oregon Dollar Index, Withholding, Industrial Production, Help Wanted Ads and Air Freight Tonnage. The Index is being driven especially by continued improvements in the Oregon Dollar Index (currency depreciation), increasing Industrial Production and increasing Air Freight Tonnage being shipped out of the Portland International Airport. The negative indicators are: Semiconductor Book-to-Bill, Consumer Sentiment, Purchasing Managers' Index and Initial Unemployment Claims. On balance, the Index has returned to the positive which bodes well for future employment growth in Oregon and expectations are for continued gains; however the Index increases are not large enough to project robust job growth in the near term.

### Oregon Index of Leading Indicators

(Six-Month Annualized Percent Change, through November 2010)



<sup>1</sup> The OILI applies the Conference Board's methodology for the U.S. National Leading Index to Oregon-specific components. The eleven components incorporated in the OILI include; Semiconductor book-to-bill ratio, Oregon housing permits, Institute for Supply Management's purchasing managers index, University of Michigan consumer sentiment index, Oregon withholding, new Oregon incorporations, Oregonian help-wanted index, Portland International Airport air freight tonnage, Oregon trade-weighted dollar index, Industrial Production Index, and initial Oregon unemployment claims.



## Memorandum

To: Washington County Coordinating Committee  
From: *SK* Steve L Kelley, Senior Transportation Planner  
Date: February 25, 2011  
Re: TDT Housekeeping – Previous Use Adjustment

During the development of the Transportation Development Tax (TDT) there were many policy issues discussed, and ordinance language was developed based on intent of the Washington County Coordinating Committee. One of the many issues discussed was the creation of clear definition of existing prior uses on a property for purposes of the TDT calculation. The lack of such a definition had been an issue in some circumstances under the TIF. The creation of this definition was done for several reasons including:

- Limit how far back the most intensive previous use needed be researched.
- Assure the calculation of the previous use would generally be latest use (no longer pick from multiple prior uses).
- Assure that the charge paid would reflect the net change in reasonably recent transportation system impacts.
- Provide a uniform limit for consideration of previous uses.

Under the current TDT, the previous use on a property is currently limited to 36 months. It now appears that the 36-month limitation may be too restrictive for a number of redevelopment situations: when site clearing is conducted prior to the redevelopment; with certain phased developments; and when property is vacant or redevelopment is delayed due to economic conditions. The impact of the 36-month restriction may become a burden in some instances, and is likely to become more frequent as the economy rebounds.

This discussion had considerable review by the Transportation Advisory Committee (TAC), and the proposed adjustment has been recommended as the most balanced and supported format to proceed. For these reasons the TAC has recommended that the previous use language be adjusted to reflect the intent of the language shown on the following page (County Counsel has asked for the opportunity to consider the specific wording further prior to adoption by the Board of County Commissioners). This adjustment would address most, if not all, the issues with the existing language, while generally maintaining the intent of a clear definition of a prior use. Example language and the requested action are provided on the following page.

*Please note: the previous use must have been permissible but not necessarily active or ongoing at the property within the time period identified. Existing vacant businesses or homes are not affected by this language.*

Staff anticipates that this change in the language would NOT apply to most building permits. When it does apply, the change would likely result in significantly less TDT revenue generated from the affected development.

**PROPOSED language:**

3.17.050.B "For new development for which a previous use existed on the property, the amount of the TDT due shall be determined by calculating the TDT of the previous use(s) on the property and subtracting that sum from the TDT for all of the proposed use(s) as provided in Paragraph A above. Except as provided for in subsection C of this section, the proposed use and the previous use shall be determined based on the rates listed in Appendix B."

"AA. "Previous use" means the most intensive lawful, permitted use existing at a particular property ~~within the past 36 months~~ since January 1, 2005 or within 10 years prior to the date of application for a building permit, whichever is later. Where the site was used simultaneously for several different uses (mixed use) then, for the purposes of this Chapter, all of the specific use categories shall be considered. Where the previous use is composed of a primary use with one or more ancillary uses that support the primary use and are owned and operated in common, that primary use shall be deemed to be the sole use of the property."

AB. "Proposed use," means the use proposed by the applicant for the new development. Where the applicant proposes several different uses (mixed use) for the new development then, for purposes of this Chapter, all of the specific use categories shall be considered. Where the proposed use is composed of a primary use with one or more ancillary uses that support the primary proposed use and are owned and operated in common, that primary use shall be deemed to be the sole proposed use of the property."

The language above is preliminary and subject to change and clarification after review by county counsel. The proposed language would NOT be retroactive. Any language change would go into effect 30 days after adoption of an ordinance by the Board of County Commissioners. **The existing TDT language continues to apply to all development applications received until such an ordinance has been passed and is in effect.**

*Please note this proposed housekeeping amendment is not a reduction in the TDT rates or otherwise a TDT policy change. All Transportation Development Tax provisions continue to apply as adopted. This is a proposed procedural clarification of the provisions applicable only for instances of redevelopment. This is a staff directed/initiated housekeeping topic intended to proactively clarify a potential issue.*

A recommendation by the Washington County Coordinating Committee would need to be processed as an ordinance by the Washington County Board of County Commissioners for this housekeeping adjustment to take effect. If the WCCC recommends going ahead, staff anticipates an ordinance would go to the Board of County Commissioners by June of this year.



## Memorandum

**To:** Washington County Coordinating Committee  
**From:** *S.L.K.* Steve L Kelley, Senior Transportation Planner  
**Date:** February 25, 2011  
**Re:** Transportation Development Tax – Project List Amendment Policy

Recall that the Transportation Development Tax (TDT), like the TIF before it, is intended to address growth-related capacity needs on the major transportation system. To the extent additions to the project list increase costs they will dilute the effectiveness of TDT revenues.

This issue has been discussed by the Transportation Advisory Committee (TAC), and the following project list amendment policy has been recommended:

- All new projects added to the project list must be on roadways identified as **arterials** or **collectors** on an adopted Transportation System Plan.
- Any improvement no longer necessary could be removed from the project list.
- The overall change in the total percentage of need covered by the TDT should be considered when making an adjustment to the list.

The TDT is governed, at least in part, by the Oregon System Development Charge Statutes. These statutes require that an amendment to the project list must not decrease the total costs such that over 100% of the need would be recovered by the charge. Given that the rate was established to cover only 28% of the need, this is unlikely to occur in the near-term.

The WCCC should consider the policy. No action by the WCCC or the Board of County Commissioners is required at this time. However, the policy would be established to guide future project list amendment recommendations by the WCCC to Board of County Commissioners. It is anticipated that the TAC will be recommending several project list amendments within the next couple months. This policy would be used to inform that discussion.

The necessary administrative procedures for any amendment to the TDT project list, regardless of the policy option chosen, are outlined on the attachment.

ATTACHMENT

## ATTACHMENT

Procedurally, a jurisdiction wishing to amend the Transportation Development Tax project list, should submit a request to the County Transportation Development Tax Coordinator that includes the following information:

- Jurisdiction,
- Road name,
- Project Limits,
- Brief Project Description,
- Project Cost (in current year dollars –not year of expenditure),
- Other project funding sources expected, and;
- Expected project completion timeframe.

Additionally Washington County staff shall need to determine the proportion of the project related to capacity (see table below), and assess the future growth share.

### GUIDELINE FOR DETERMINING PROPORTION OF IMPROVEMENT RELATED TO CAPACITY

Type of Improvement	Percent of Improvement Related to Need for Extra Capacity*			
	100%	75%	50%	25%
Add through-lane	✓			
Add turn lane	✓			
Extend existing or construct new roadway	✓			
Grade separate intersection	✓			
Reconfigure intersection (e.g., roundabout)	✓			
Add signal interconnect or adaptive Signal system	✓			
Add new signal, upgrade existing traffic signal, or change signal phasing		✓		
Do minor lane widening requiring reconstruction			✓	
Realign roadway				✓
Add backage road to improve access				✓

\*For projects with multiple improvement elements, percentage of improvement related to extra-capacity need is equal to the element having the highest individual assigned percentage. Improvements not listed on this table have no significant extra-capacity element which would qualify them for SDC eligibility.

The table is used to determine of the proportion of improvement related to capacity. Once that determination has been made, Washington County staff will assess the future growth share based on a methodology similar to the one used during the development of the TDT.

The process for adding projects to the TDT project list has defined by both the adopted TDT Ordinance (A-Engrossed Ordinance 691, as amended by Ordinance 729); and the Inter-Governmental Agreements established between Washington County and each City within Washington County. The general procedure is outlined below:

1. Review and recommendation by Washington County transportation planning staff,
2. Review by the WCCC Transportation Advisory Committee,
3. Review and recommendation by the Washington County Coordinating Committee, and
4. Adoption by the Washington County Board of Commissioners via Resolution and Order.



## Memorandum

To: Washington County Coordinating Committee  
From: *JK* Steve L Kelley, Transportation Planner  
Date: February 25, 2011  
Re: TRAFFIC IMPACT FEE ANNUAL INCREASE

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

The TIF provides for an adjustment of the rate schedule according to the fluctuation in construction costs. The TIF program provides for a six percent annual increase, unless the Board of County Commissioners first determines that the construction cost index is a more accurate estimate of the increase or decrease in construction costs. The construction cost index utilized by the TIF program is the percentage change in the ten-year moving average of the Oregon Composite Construction Cost Index computed and published by the Oregon Department of Transportation.

*The Oregon Composite Construction Cost Index is no longer available from ODOT. It is the opinion of ODOT cost estimation staff that 2010 bids were similar to 2009 bids. ODOT is transitioning to a new indexing system, however that index is not available at this time. Washington County staff has been researching this issue with ODOT cost estimation staff. Based on the best available data ODOT cost estimation staff recommends using the 2009 numbers again for 2010.*

The TIF will automatically increase by six percent (6.0%) unless the board decides to use the ten-year moving average of the Oregon Composite Construction Cost Index (5.8%). Following the six-percent (6.0%) annual increase would mean the TIF for a single-family home would increase from the current \$3,810 to \$4,040. A full rate increase history is attached to this memo. The WCCC Transportation Advisory Committee ought to consider a recommendation to the WCCC policy group at the meeting.

The TIF increase only applies to developments that are "grandfathered" under the TDT transition rules. The TIF increase will go into effect on July 1, 2011. **The Transportation Advisory Committee recommended following the 6.0% increase on February 24<sup>th</sup>, 2011.** Noting that only a few developments would still be eligible to pay TIF, and such developments would receive a significant reduction from the TDT charge.

Attachments

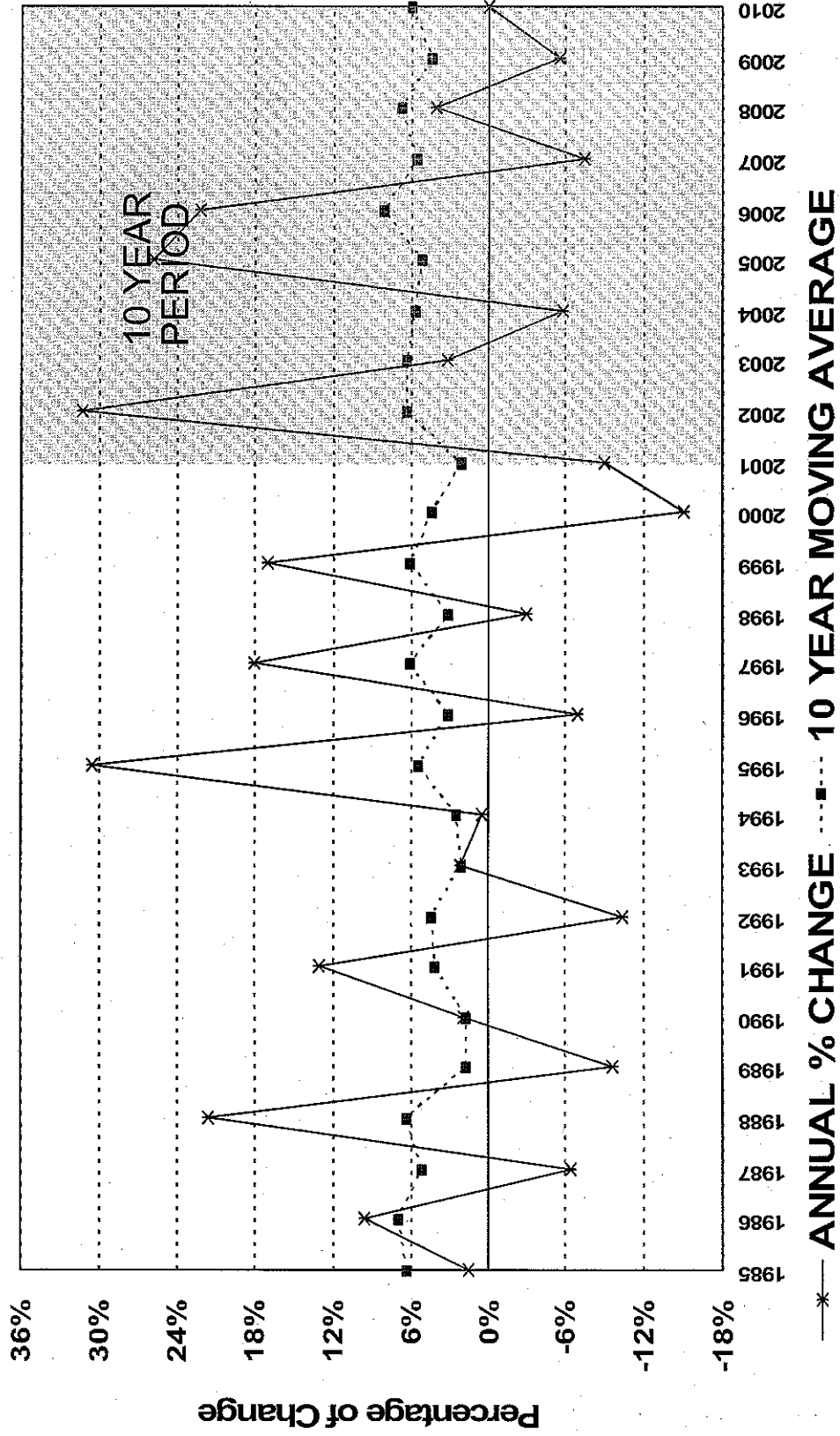
## HISTORICAL CHANGES IN TIF RATES

OVERALL RATE CHANGES				
Construction Year	Annual Change	10 Year Change	TIF Rate Increase	Fiscal Year
1990	1.9%	1.6%	2.0%	1991/92
1991	13.0%	4.1%	6.0%	1992/93
1992	-10.4%	4.3%	4.3%	1993/94
1993	2.2%	2.0%	2.0%	1994/95
1994	0.5%	2.4%	2.4%	1995/96
1995	30.5%	5.3%	6.0%	1996/97
1996	-6.5%	3.7%	6.0%	1997/98
1997	17.5%	6.1%	6.0%	1998/99
1998	-6.3%	3.3%	6.0%	1999/00
1999	17.1%	6.0%	6.0%	2000/01
2000	-15.0%	4.3%	6.0%	2001/02
2001	-9.0%	2.0%	6.0%	2002/03
2002	31.2%	6.2%	6.0%	2003/04
2003	3.1%	6.2%	6.0%	2004/05
2004	-5.8%	5.6%	6.0%	2005/06
2005	25.7%	5.1%	6.0%	2006/07
2006	22.2%	8.0%	6.0%	2007/08
2007	-7.5%	5.5%	6.0%	2008/09
2008	4.1%	6.6%	6.0%	2009/10
2009	-5.6%	4.3%	6.0%	2010/11
2010	0.0%	5.8%	6.0%	2011/12

CHANGES BY LAND USE CATEGORY						
Fiscal Year	Residential	Business & Commercial	Office	Industrial	Institutional	Transit
1990/91	\$135	\$34	\$124	\$130	\$56	\$10
1991/92	\$138	\$35	\$126	\$133	\$57	\$10
1992/93	\$146	\$37	\$134	\$141	\$61	\$11
1993/94	\$152	\$38	\$140	\$147	\$63	\$11
1994/95	\$155	\$39	\$143	\$150	\$64	\$12
1995/96	\$159	\$40	\$146	\$153	\$66	\$12
1996/97	\$169	\$42	\$155	\$162	\$70	\$12
1997/98	\$179	\$45	\$164	\$172	\$74	\$13
1998/99	\$189	\$48	\$174	\$182	\$79	\$14
1999/00	\$201	\$51	\$184	\$193	\$83	\$15
2000/01	\$213	\$54	\$195	\$205	\$88	\$16
2001/02	\$226	\$54	\$207	\$217	\$94	\$17
2002/03	\$239	\$60	\$220	\$230	\$99	\$18
2003/04	\$253	\$64	\$233	\$244	\$105	\$19
2004/05	\$269	\$68	\$247	\$259	\$111	\$20
2005/06	\$285	\$72	\$262	\$274	\$118	\$21
2006/07	\$302	\$76	\$277	\$291	\$125	\$22
2007/08	\$320	\$81	\$294	\$308	\$132	\$24
2008/09	\$339	\$85	\$312	\$327	\$141	\$25
2009/10	\$360	\$91	\$330	\$346	\$149	\$27
2010/11	\$381	\$96	\$350	\$367	\$158	\$28
2010/12*	\$404	\$102	\$371	\$389	\$168	\$30

\*Assumes 6% increase

# HIGHWAY CONSTRUCTION COST TRENDS



Source: Oregon Highway Division, 2009\*  
[http://www.oregon.gov/ODOT/HWY/ESTIMATING/cost\\_trends.shtml](http://www.oregon.gov/ODOT/HWY/ESTIMATING/cost_trends.shtml)  
 \*2010 data is unavailable - rate confirmed by ODOT staff.



# WASHINGTON COUNTY OREGON

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February 28, 2011

TO : Washington County Coordinating Committee

FROM : Andrew Singelakis, Director  
Land Use and Transportation

SUBJECT: **Washington County Traffic Impact Fee (TIF) Request: Evergreen Road**

Washington County's request to use Traffic Impact Fee (TIF) funds on the Evergreen Road: 253<sup>rd</sup> to 25<sup>th</sup> Avenue project is attached for your review and consideration. At its February 24 meeting, the WCCC Transportation Advisory Committee voted unanimously to recommend approval of this request.

Attachment:



**WASHINGTON COUNTY**  
**OREGON**

March 19, 2011

TO: Washington County Coordinating Committee TAC

FROM: Gary Stockhoff, LUT Capital Project Management Manager *GAM*

**SUBJECT: PROPOSED EXPENDITURE OF TRAFFIC IMPACT FEES**

In April, 2010, Washington County requested the use of \$1,550,000 in TIF funds for design and purchase of Right-Of Way to improve Evergreen Road between NE 25<sup>th</sup> Avenue and NW 253<sup>rd</sup> Avenue. Design continues on the proposed 5 lane section that will include sidewalks, bike lanes and street lighting, storm drainage and water quality. ROW will begin upon Board approval of the Declaration of Necessity in early April.

Washington County hereby requests your review and recommendation of the following expenditure of Traffic Impact Fees for construction and construction engineering at the following location:

LOCATION	REQUESTED TIF	ESTIMATED PROJECT COST
1 NW Evergreen Rd (NE 25 <sup>th</sup> to NW 253 <sup>rd</sup> )	\$5,000,000	\$6,550,000

A copy of the prospectus and vicinity map is attached.

The estimated costs shown are for budget purposes and will be refined during the final design process.

If you have any questions, please contact me at 503-846-7820.

S:\Shared\Projects\100156 - Evergreen 25th to 253rd\Project Development\WCCC TIF CONSTRUCTION REQUEST 3-2011.doc

**Department of Land Use & Transportation · Capital Project Management Division**  
1400 SW Walnut Street, MS 18, Hillsboro, OR 97123-5625  
Phone: (503) 846-7800 · Fax: (503) 846-7810



# PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

Key Number: \_\_\_\_\_ Jurisdiction: **Washington Co.**

Section: **Evergreen Rd. from 253rd Ave. to 25th Ave.** Region: **1** Area: **2** District: **2A**

State Highway No.: \_\_\_\_\_ Highway Name: **IRIS Road # 147300** Mile Point From: **0.5** To: **1.7** Length: **1.2** (mi)

Urban  Rural City: **Hillsboro** MPO: **P** Within  Yes  No County: **Washington** Road/Street Name: **Evergreen Rd**

Route No.: \_\_\_\_\_ NHS  YES  NO HPMS: **> 200K** FC: **16** Applicant (if other than State): **Washington County**

US Congressional District: **1** State Senate District: **15** State Representative District: **30**

Cost Estimates (by \$1,000) Project Components Right Of Way

Preliminary Engineering \$800 Grading X Files (#) 6

Right Of Way \$750 Paving X Acres (#) 1.3

Utility Reimbursement - Structures - Relocations (#) 0

Signaling X Acquisitions (#) 0

Roadway \$ 4,100 Signals - Easements (#) 6

Structures - Illumination X Work By: State/Consultant/Applicant

Signals \$ 10 Detour Preliminary Engineering (S,C,A) A

Illumination \$ 215 Construction Engineering (S,C,A) A

Temp. Protection \$ 106 Right of Way Descriptions (S,C,A) A

Const. Contingencies \$ ~~647~~ Right Of Way Acquisitions (S,C,A) A

Const. Engineering \$ 432 Project Categories Constructed By

Detour - Environmental Class (1, 2, 3, PCE) 2  Contract  County Force

Design Category (1-7) 2  State Force  Other

Total CE and Construction: **\$ 5,000,000** Work Type Code (1-13) 3  City Force

Total Estimate: **6,550,000** → **7,000** Primary STIP Work Type: Modern

Recommended Let Date By Federal Fiscal Year (Quarter-Year):

PE Fund: **TIF** R/W Fund: **TIF** UR Fund: \_\_\_\_\_ CE-CN Fund: **TIF**

PE EA: **\$800,000** R/W EA: **\$70,000** UR EA: \_\_\_\_\_ CE-CN EA: **\$5,000,000**

Item Existing Proposed Define The Problem:

Travel Lanes (#) 2/3 5 Evergreen Road is a narrow, two lane urban arterial roadway with no bike or pedestrian facilities.

Structures (#) The project limits include the only east-west choke point on Evergreen Road between the Hillsboro Airport and Intel on the west and the emerging high-tech corridor to the east. High traffic volumes

Signals (#) (18,000 +) along with a major freight corridor combine to create a congestion bottleneck.

Bike Way (#)

Average Daily Traffic 18,000

Year of ADT 2009

Throughway Y/N

Describe Proposed Solution: - Attach Sketch Map

This project addresses safety design issues for bicycle, pedestrian and motor vehicle modes. Bicycle safety will be enhanced through the ultimate widening of bike lanes along the existing two lane segment. Pedestrian safety will be improved through the construction of sidewalks where none currently exist along the north side of the road and sidewalk infill along the south side of the road. Motor vehicle safety will be improved through the elimination of a mid-block neck down of Evergreen Road from five to two and three lanes.

Prepared By: \_\_\_\_\_ Date: \_\_\_\_\_ OTC Approval Date: \_\_\_\_\_ Program Year: \_\_\_\_\_ Funding Amount: \_\_\_\_\_

X

(8-2003)



# PROJECT PROSPECTUS

Part 1 Project Request (Page 2 of 2)

Key Number: --	Jurisdiction: Washington Co.
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Section: Evergreen Rd. from 253rd Ave. to 25th Ave.	Region: 1	Area: 2	District: 2A
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### Project Justification

The widening of Evergreen Road to five lanes from 253rd Ave. to 25th Ave. is an important transportation improvement needed to support future industrial development in this area. This project is part of \$49 million in recommended transportation improvements called for in the Evergreen Concept Plan designed to improve access to, from and through the Evergreen Industrial Area as well as major employment centers (e.g., Intel, the Hillsboro Regional Center etc.) to the east and west of this area. This roadway improvement has long-standing status in the Regional Transportation Plan, Washington County Transportation Plan and the Hillsboro Transportation Plan.

This project addresses both gaps and deficiencies in multi-modal systems along Evergreen Road. It addresses gaps in the pedestrian system where no sidewalks currently exist. It addresses deficiencies in the bicycle system where striped and stenciled six-foot wide bike lanes narrow down to three or four foot wide striped and paved shoulders. It addresses a deficiency in the motor vehicle system where an existing five-lane section necks down to a two and three lane section.

### Additional Information For Project Requested By Local Jurisdictions

Responsible Local Office To Be Contacted For The Following Activities:

- |  |                |               |
|--|----------------|---------------|
| 1. Public Hearing /<br>Citizen Involvement | _____ (Office) | _____ (Phone) |
| 2. Environmental / Planning                | _____ (Office) | _____ (Phone) |
| 3. Pre-Engineering                         | _____ (Office) | _____ (Phone) |

This Official Request is From:

City of: \_\_\_\_\_ and/or \_\_\_\_\_ County

By: \_\_\_\_\_ By: \_\_\_\_\_

By: \_\_\_\_\_ By: \_\_\_\_\_

Applicable Intergovernmental Agreements:

IGA Number:	Jurisdiction Name:	Agreement Date:
_____	_____	_____
_____	_____	_____
_____	_____	_____

### Administrative Recommendation



# PROJECT PROSPECTUS

Part 2 Project Details (Page 1 of 2)

Key Number:

Jurisdiction:

Washington Co.

Section:

Evergreen Rd. from 253rd Ave. to 25th Ave.

Region:

1

Area:

District:

2 2A

Enter: S-State C-Consultant A-Applicant E-Existing N-No

Activity Responsibilities					Permits and Clearances				
Surplus Property	N	Signs (Permanent)	A	Storm Sewer	A	Airport Clearance	A	Wetlands	C
Citizen's Advisory	A	Striping (Permanent)	A	Landscaping	C	Land Use Actions/Permits	A	Endangered Species	C
Photogrammetry	N	Project Signing	A	Irrigation	C	Flood Plain	A	Hazmat	C
Reconnaissance Survey	N	Detour	A	Borrow Source	N	Building	N	Historic Resource	C
Public Hearing	A	Illumination	A	Material Source	N	Corps Engrs/DSL Remove/Fill	A	DEQ Indirect Source Air	C
Field Survey	A	RR Crossing	N	Disposal Source	N	Coast Guard	N	DEQ Non-Point Source Water	C
Vicinity Map	A	RR Protection	N	Local Agreement	A	Geology and Minerals	N	Archaeology Survey	C
Soils/Geotech Investigation	C	RR Separation	N	Sensitive Land	C	Signals Warrants	A	Noise Study	C
Hydraulic Study	A	RR Encroachment	N	Value Engineering	N	Utilities (see below)	A	Section 4(F)	N
Utility Coordination	A	Utility Verify Vert Horiz (VH)	A						

Right-Of-Way					List of Utilities:			
Right-Of-Way Liaison	Steve Hansen, Wa. Co		Access Control (Y/N)	Curr	Propsd	PGE		
				N	Y	Comcast		
Acquisitions		Relocations			Verizon			
Simple No.	Complex No.	Business No.	Residential No.	Hillsboro Water				
6	0	0	0	Hillsboro Sanitary				
				Design Standards	Design Speeds	Exception (Y/N)		
				AASHTO/ODOT	AASHTO	N		

Suggested Base Design					
Item	New Work Surface (in)	Over Existing Surface (in)	Item	New Work Surface (in)	Over Existing Surface (in)
A/C Wearing Course	2				
A/C Base Course	6				
Aggregate Base	12				

Structures									
Structures	Length	Width	Height	Cost	Structure	Length	Width	Height	Cost

Approved Area Manager	Date
X	



# PROJECT PROSPECTUS

## Part 2 — Project Details (Page 2 of 2)

Key No.: --      Jurisdiction: Washington Co.

SECTION: Evergreen Rd. from 253rd Ave. to 25th Ave.	Region: 1	Area: 2	District: 2A
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### Segment of Alternative 1

Comments on Segment or Alternative:

Existing (below)      Units In: Feet      Comment on Existing:

Bike Path	Side Walk	Curb Type	Parking	Shoulder/Bike Lane	Lane 3	Lane 2	Lane 1	Median	Lane 1	Lane 2	Lane 3	Shoulder/Bike Lane	Parking	Curb Type	Side Walk	Bike Path
							12	-	12							
	5			6	-	12	12	14	12	12	-	6			5	

Proposed (above)      Units In: Feet      Comment on Proposed:

### Segment of Alternative 2

Comments on Segment or Alternative:

Existing (below)      Units In: Feet      Comment on Existing: Testing second alternative

Bike Path	Side Walk	Curb Type	Parking	Shoulder/Bike Lane	Lane 3	Lane 2	Lane 1	Median	Lane 1	Lane 2	Lane 3	Shoulder/Bike Lane	Parking	Curb Type	Side Walk	Bike Path
							12	14	12							
	5			6	-	12	12	14	12	12	-	6			5	

Proposed (above)      Units In: Feet      Comment on Proposed:

### Segment of Alternative 3

Comments on Segment or Alternative:

Existing (below)      Units In:      Comment on Existing:

Bike Path	Side Walk	Curb Type	Parking	Shoulder/Bike Lane	Lane 3	Lane 2	Lane 1	Median	Lane 1	Lane 2	Lane 3	Shoulder/Bike Lane	Parking	Curb Type	Side Walk	Bike Path

Proposed (above)      Units In:      Comment on Proposed:

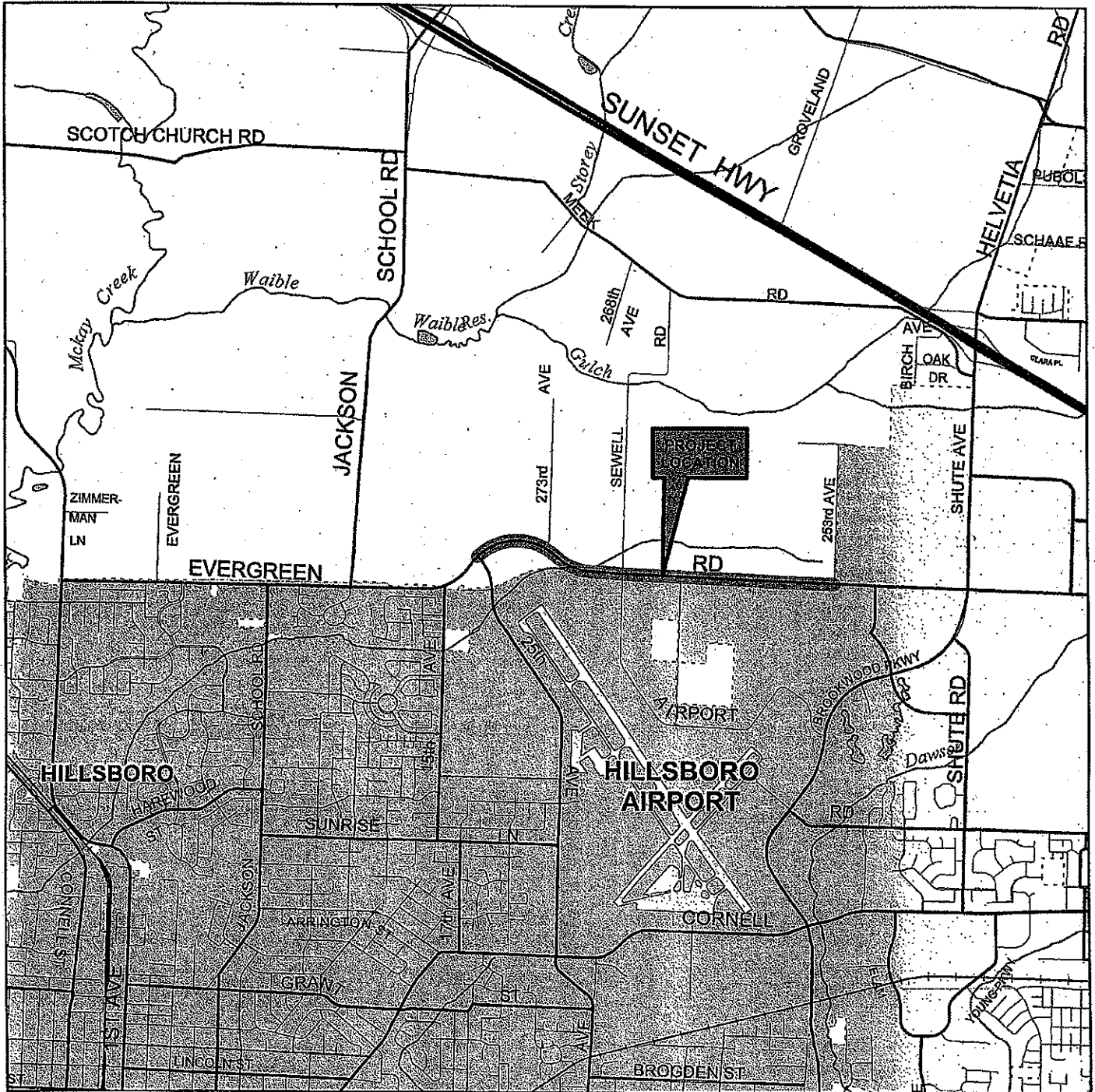
### Segment of Alternative 4

Comments on Segment or Alternative:

Existing (below)      Units In:      Comment on Existing:

Bike Path	Side Walk	Curb Type	Parking	Shoulder/Bike Lane	Lane 3	Lane 2	Lane 1	Median	Lane 1	Lane 2	Lane 3	Shoulder/Bike Lane	Parking	Curb Type	Side Walk	Bike Path

Proposed (Above)      Units In:      Comment on Proposed:



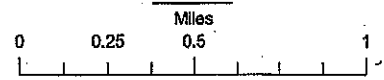
**WASHINGTON COUNTY**  
OREGON

**EVERGREEN ROAD WIDENING**  
25TH AVE TO 253RD AVE

**LEGEND**

- PROJECT LOCATION
- HIGHWAYS
- MAJOR ROADS
- MINOR ROADS
- RAILROADS
- CITIES
- LAKES
- RIVERS & STREAMS

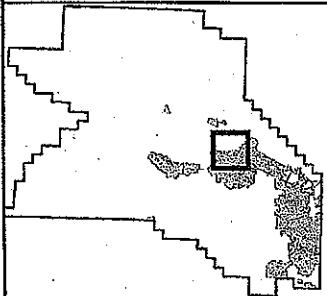
**SCALE**



Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

For more information, contact  
 Joe Younkins, Project Manager  
 Capital Projects Management Division  
 Phone: 503-846-7800  
 Fax: 503-846-7810  
 Email: joe\_younkins@co.washington.or.us

Drawn by: EDF  
 Map Date: January 23, 2009





# WASHINGTON COUNTY OREGON

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February 28, 2011

TO : Washington County Coordinating Committee

FROM : Andrew Singelakis, Director  
Land Use and Transportation

SUBJECT: **MSTIP 3 Bike and Pedestrian Fund Request: City of Banks**

The City of Banks' request to use its share of MSTIP 3 Bike and Pedestrian Funds is attached for your review. At its February 24 meeting, the WCCC Transportation Advisory Committee voted unanimously to recommend approval of this request.

Attachment:



February 8, 2011

Chair Rogers  
Washington County Coordinating Committee  
155 North First Street  
Hillsboro, OR 97124

Re: Major Streets Transportation Improvement Program, Bikeway and Pedestrian Program

Chair Rogers,

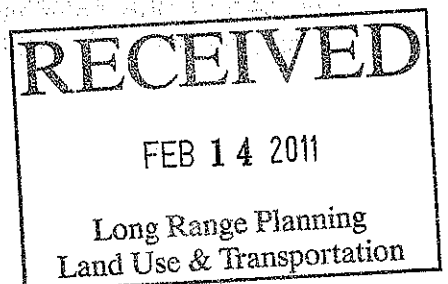
It is requested that the Washington County Coordinating Committee approve the use of Major Streets Transportation Improvement Program (MSTIP) Bikeway and Pedestrian Program funds to construct a City of Banks City Hall Sidewalk Replacement project.

The Banks City Hall is located at 100 and 120 South Main Street, Banks. The building is on the southeast corner of the intersection of Main Street and Market Street and as such has approximately 175 linear feet of sidewalk, curb and gutter. Main Street in Banks is also Oregon Highway 47, a designated truck route, and the portion of the Oregon Department of Transportation (ODOT) Right of Way is a designated Special Transportation Area (STA).

The sidewalk on the side and in front of the Banks City Hall has been identified as a potential safety hazard due to heaving and cracking in numerous places. The heaving has been addressed by using special grinding to have the contours conform to ADA requirements however the cracking remains as well as the deterioration of the sidewalk surface. There is an ADA curb cut at the corner of Main Street and Market Street and one vehicular drive way at the Market Street end of the City Hall property.

The sidewalk, curb and guttering require replacement and reinforcement along the entire length of the City Hall property (side and front.)

If this project is approved and funds allocated for expenditure, the MSTIP funds in the amount of \$4,357 could be used to reimburse city funding of the project (currently estimated to be \$4,851).



By approving this project, safety along highly trafficked Main Street, and on a highly trafficked side street that approaches the Banks Public Library, would be greatly improved. The project is along a major roadway (Oregon Highway 47) and ranks high on the City of Banks Sidewalk Inventory priority list for repair. Many citizens park along the curb and transit to nearby businesses as well as into City Hall for administrative reasons and Council, Boards and Committee meetings, presenting multiple transportation demands on the project area.

It is estimated that the project could be started and completed within the 2011 "construction season."

We appreciate the kind consideration of the Chair and the entire Washington County Coordinating Committee to this important Bikeway and Pedestrian Program.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Hough", written over a circular stamp or seal.

Jim Hough  
City Manager



# WASHINGTON COUNTY OREGON

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February 28, 2011

TO : Washington County Coordinating Committee

FROM : Andrew Singelakis, Director  
Land Use and Transportation

**SUBJECT: JPACT and Local Government Officials' Trip to Washington DC**

Some of you will have returned from the March 8-10 meeting in Washington D.C. by the March 14 WCCC meeting. We've reserved time at the meeting for you to relay and discuss your impressions.

A copy of the WCCC-sponsored letter we sent to Senators Wyden and Merkley and Representative Wu is attached for those who did not receive a copy of the final version.

Attachment:



February 28, 2011

The Honorable Ron Wyden  
United States Senate  
223 Dirksen Senate Office Building  
Washington D.C., 20510

The Honorable Jeff Merkley  
United States Senate  
107 Russell Senate Office Building  
Washington D.C., 20510

The Honorable David Wu  
United States House of Representatives  
2338 Rayburn House Office Building  
Washington D.C., 20515

**SUBJECT: Federal Transportation Funding Legislation**

Dear Sirs,

Members of the Washington County Coordinating Committee (WCCC) asked me to express our appreciation for the difficult and thoughtful work you do on our behalf and on behalf of all Oregonians. We are very aware of the challenges you face at the moment, particularly the difficult decisions associated with the federal budgeting process this year.

As local government leaders charged with coordinating management and improvement of the transportation system, we urge you to maintain your commitment and support for system improvements as coming events unfold. It is our view that the single most important transportation-related federal action this year would be reauthorization of the federal transportation bill. This visible and continuing federal commitment to support safe and efficient transportation infrastructure would send an important signal to those considering actions that might further boost the positive but still-fragile economic growth we've seen of late. Failure to pass a bill extends recent uncertainty and invites disruptions that our fledgling economic recovery cannot afford.

In the near term, while we understand that earmarks will not be entertained this year, we anticipate that other transportation funding programs will continue. This being the case, and given the time we and other Metro area government officials devoted to establishing consensus on appropriations priorities during the past few months, WCCC members asked me to ensure you are aware of the three projects that make up the Washington County element of the regional recommendation. They are the OR 217 Improvement Project, the Fanno Creek Trail Project, and the US 26/Brookwood-Helvetia Interchange Project. We hope you will keep these projects in mind should other funding opportunities arise.

Again, thank you for your time and continuing assistance.

Sincerely,

Roy Rogers, WCCC Chair  
Washington County Commissioner

**Board of County Commissioners**  
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
phone: (503) 846-8681 • fax: (503) 846-4545

**2011 IPACT Work Program**

2/24/11

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

**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:**

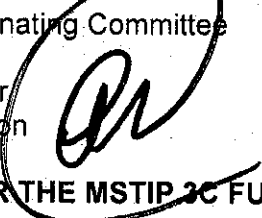
- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response
- RTP amendment for CRC.
- CRC LUFO.
- Regional Indicators briefing in mid 2011.
- 2012-15 MTIP/STIP Approval and Air Quality Conformity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



# WASHINGTON COUNTY OREGON

March 2, 2011

TO: Washington County Coordinating Committee

FROM: Andrew Singelakis, Director  
Land Use and Transportation 

SUBJECT: **ADDITIONAL SCOPE FOR THE MSTIP 3C FUNDED BETHANY BOULEVARD PROJECT**

On Tuesday, February 22, the Board of Commissioners voted 3-2 to approve a modified scope for the Bethany Boulevard: Bronson to West Union project while maintaining the schedule for construction in 2012. Scope modifications include 1) reducing the roadway cross-section from five to four lanes and providing additional turn lanes only where necessary, and 2) extending the southern leg of the project across the Bethany interchange to connect with the recently improved Cornell Road section south of Hwy 26.

#### **Background:**

In 2005 the County Board of Commissioners approved MSTIP 3C, which included 19 projects forwarded to the Board by the Washington County Coordinating Committee (WCCC). The Bethany Boulevard project was to be a five lane roadway within a 98-foot right of way from Highway 26 to West Union Road. The estimated cost of building this improvement (in 2005 dollars) was \$14.3 million. Project costs were escalating by more than 15% a year at the time, and since the project was scheduled for construction in 2012, an 8% annual inflation factor was assumed, increasing the estimated 2012 project cost to approximately \$25 million. As a result the County allocated approximately \$25 million in MSTIP 3C funds for this project.

During public discussions accompanying the preliminary project design process, roadway users and area property owners expressed concern that the existing bottleneck at the Bethany overcrossing of Hwy 26 would continue to be a problem after the project was complete. The County agreed, but noted that ODOT had no immediate plans (or funding) to improve the overcrossing.

As project development has proceeded, there are two key factors currently working to the project's advantage:

First, an extremely favorable bid on ODOT's Hwy. 26 widening project saved \$2.9 million of MSTIP funds that had been dedicated to help with Hwy 26 widening projects. These funds were redirected in late 2010 to begin design of the Bethany overcrossing improvements.

Second, recent Bethany project cost estimates came in significantly lower than anticipated in 2005 – With a very favorable bidding climate, much lower inflation than anticipated in 2005, and reduced right of way impacts, the cost of the four-lane Bethany project is now estimated to be \$14.5 million -- \$10.5 million dollars below the 2005 estimate of the 2012 project costs.

These circumstances provided the Board the opportunity to proactively address the overcrossing bottleneck with relatively minor impacts on originally anticipated costs, as follows:

**Department of Land Use and Transportation · Office of the Director**

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**ADDITIONAL SCOPE FOR THE MSTIP 3C FUNDED BETHANY BOULEVARD PROJECT**

March 2, 2011

Page 2

LOCATION	ORIGINAL MSTIP 3C	2011 PROJECT COST ESTIMATES
1 Bethany Boulevard (Bronson Rd to West Union)	\$14,327,600 (2005 dollars) \$25,009,626 (2012 dollars programmed)	\$14,550,000 (incl. design and const.)
2 Bethany Boulevard Overcrossing of Hwy 26 (Cornell Rd to Bronson Rd)	\$0	\$10,500,000* (construction)
Combined Project Total	\$25,009,626 (2012 dollars programmed)	\$25,050,000*

\* The \$2.9 million previously committed to Hwy 26 widening has previously been redirected to the design of the overcrossing portion of the project. Those funds are in addition to the funds listed herein.

A copy of the project vicinity map is attached.

The estimated costs shown are for budget purposes and will be refined during the final design process.

If you have any questions, please contact me at 503-846-8740.

cc: Gary Stockhoff, County Engineer



# WASHINGTON COUNTY OREGON

February 18, 2011

TO : WCCC Transportation Advisory Committee

FROM : Andy Back, Principal Planner

SUBJECT: **WCCC TAC MEETING**

**DATE: Thursday February 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. Traffic Impact Fee (TIF) Annual Adjustment Action
- \* 2. Transportation Development Tax (TDT):  
Temporary Discount Review Action
- \* 3. TDT "Previous Use" Language Adjustment:  
Housekeeping Amendment Action
- \* 4. TDT Project List Amendment Policy Action
- \* 5. TDT Deferral to Occupancy, Tenant Improvements  
and Small Business Issues Discussion
- \* 6. TIF Request: Evergreen Road  
Washington County Action
- \* 7. MSTIP 3 Bike and Pedestrian Funds:  
City of Banks request Action
- \* 8. Regional Strategy for Washington DC trip:  
Status Information
- \* 9. TPAC Meeting Information
- 10. Updates: Information  
ODOT, Metro, TriMet, THPRD, Port of Portland
- 11. Other Business
  - 2011 TGM Grants due March 11
  - Transportation Planning Rule/0060 update

The next regular WCCC TAC meeting is scheduled for **1:30 PM Thursday March 24, 2011.**

\* -- Material enclosed in packet

**Department of Land Use & Transportation • Long Range Planning Division**  
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**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. Metropolitan Transportation Improvement Program (MTIP) Status
5. Land Use Items Information
6. MPAC Agenda Information
7. JPACT agenda Information
8. Other Business: Information
  - Agency Monthly Updates
  - Transportation Advisory Committee Agenda
  - Next WCCC Agenda: Draft