



WASHINGTON COUNTY OREGON

October 25, 2010

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

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

AGENDA

1. Visitors comments
- * 2. Approval of Minutes – October 11, 2010 Action
- * 3. FY 2012 Appropriations Requests Discussion
Presenter: Mark Brown, Washington County
4. Urban/Rural Reserves: Status Information
Presenter: Washington County staff
- * 5. MPAC Agenda and Work Program Information
Presenter: Keith Mays, Mayor, Sherwood
- * 6. JPACT Agenda and Work Program Information
Presenters: Roy Rogers, WCCC Chair, Washington County
7. Other Business Information
 - TIGER II Grant Award
 - Agency Monthly Updates
 - * -- WCCC Transportation Advisory Committee Agenda
 - * -- Next WCCC meeting agenda, draft

The next regular WCCC meeting is scheduled for Monday December 6, 2010. If you have any questions, please call me at 846-8740.

* Material enclosed in packet

WASHINGTON COUNTY COORDINATING COMMITTEE
POLICY GROUP MINUTES
October 11, 2010

Voting Members:

Roy Rogers, Washington County
Randy Ely, City of Beaverton
Pete Truax, City of Forest Grove
Keith Mays, City of Sherwood
Jef Dalin, City of Cornelius
Sam Locklin, City of King City

Chuck Van Meter, City of Durham
Rob Dixon, City of Hillsboro
Tim Knapp, City of Wilsonville
Monique Beikman, City of Tualatin
Craig Dirksen, City of Tigard

Others in Attendance:

Andrew Singelakis, Washington County
Mark Brown, Washington County
Gretchen Buehner, City of Tigard
Derek Robbins, City of Forest Grove
Gary Stockhoff, Washington County
Clark Berry, Washington County
Andy Back, Washington County
Anne Madden, Washington County
Roland Signett, City of Durham
Ernie Platt, HBA
Leigh Stephenson-Kuhn, City Club of Portland
Andi Miller, City Club of Portland

Blair Crumpacker, Washington County
Judith Gray, City of Tigard
Lise Glancy, Port of Portland
Don Odermott, City of Hillsboro
Mike McKillip, City of Tualatin
Kathryn Harrington, Metro Council
Rick Van Beveren, TriMet Board
Marc San Soucie, Beaverton City Council
Theresa Dunham, WEA
Peter Livingston, City Club of Portland
Steve Griffith, City Club of Portland

Keith Mays called the meeting to order at 12:05 PM.

Agenda Item 1 -- Visitors Comments: No visitors chose to comment.

Roy Rogers acknowledged Metro Councilor Kathryn Harrington, Tri-Met Board member Rick Van Beveren, and Port of Portland representative Lise Glancy and welcomed them to the table.

Agenda Item 2 -- Approval of Minutes: Minutes from the August 30, 2010 meeting were approved unanimously.

Agenda Item 3 -- Governance of Transportation -- City Club: Roy Rogers acknowledged City Club of Portland representatives, inviting them to introduce themselves. City Club members Leigh Stephenson-Kuhn, Steve Griffith, Peter Livingston and Andi Miller introduced themselves and thanked Mr. Rogers for the opportunity to present the report "Moving Forward: A Better Way to Govern Regional Transportation" (Report)..

Mr. Stephenson-Kuhn stated that the focus of research and findings contained in the Report was to examine how transportation decisions are made now and how they should be made in the future. He stated that efforts were made to engage people with an interest in transportation in discussions focused on broad issues and general direction while trying to avoid getting drawn into specifics and being overly influenced by perspectives driven by self interest.

Mr. Stephenson-Kuhn said he and other City Club researchers had conducted 55 interviews with local, state and federal officials. He stated that the challenges of providing and funding transportation services in the region would likely increase as the region's population grows

within an area not much larger than the existing urban area. He stated that, like today, people would be less concerned about system ownership than the effectiveness of system operation. He stated that City Club research had concluded that modifications to the current funding structure are needed to achieve more effective system improvement and maintenance.

Mr. Stephenson-Kuhn stated that decisions related to the transportation system would involve greater consideration of land use issues in the future, and that the "silos" across which transportation funding is currently allocated would need to be broken down or more effectively coordinated. He stated that the City Club analysis concluded that system ownership, use and funding are mismatched at present.

Mr. Stephenson-Kuhn stated that the report also focused on the challenges of adequately and equitably funding system needs, including questions of how the region will pay and what revenue sources might supplement or replace the gas tax, as those revenues continue to decline and costs continue to increase. He stated it is likely that responsibilities will shift away from the federal government and more toward states and regions. He stated that the current system doesn't adequately focus accountability and responsibility for important decisions.

Mr. Stephenson-Kuhn stated that the Report offers two primary suggestions. The first relates to system ownership of bridges, which it suggests should be addressed at a regional level. The second pertains to "non limited-access state highways," the responsibility and funding for which should devolve to local governments.

Mr. Stephenson-Kuhn stated that the Report anticipated these issues would be addressed over a fairly long period of time. He stated that the Report suggests that breaking down and coordinating funding silos might best be achieved by focusing the decision making authority and responsibility on Metro, which is the only agency that covers the entire travel shed. He noted that Metro decision making bodies have representatives from all jurisdictions, and that the Report suggests modifying membership of the Joint Policy Advisory Committee on Transportation (JPACT) to focus more on local governments and to give weight to each according to its size in the decision making process. Mr. Stephenson-Kuhn stated that the City Club researchers considered the WCCC a model for the proposed structure.

City Club representatives displayed PowerPoint slides from the Report that illustrated the existing funding allocation process, in which a small amount of funding is allocated by Metro, and the process suggested in the Report, which redirects more funding through Metro. (Note: the slides are contained in the Report, which can be found on the City Club of Portland website.) Mr. Stephenson-Kuhn stated that the City Club recommendation also suggests that Metro should have its own revenue raising capability and that jurisdictions such as Washington County that have been more proactive about managing and funding their transportation system should not be penalized for it.

Roy Rogers commended the group for the Report and for the many volunteer hours they had spent researching and preparing it. He stated that Washington County currently generates and allocates approximately \$25 million annually for improvements to its transportation system, which exceeds efforts by other parts of the region. He stated that the Washington County is currently a "donor" county that it contributes more toward regional and state transportation system improvements than it gets back in the form of projects and services. He stated that there's some fear among local officials that this donor status may be extended and more or less institutionalized if control shifts away from Washington County local governments. He stated

that there is a certain amount of frustration with local government representation in the current regional decision making process and appreciates the Report's recognition and attempt to address this issue.

Keith Mays stated that when he first read the Report he had a hard time finding something in it he could agree with. He stated that Washington County local governments have tried to address their needs in the past and other governments in the region should be working harder to address theirs. He stated that pulling additional funds from Washington County for the Willamette River bridges seems unfair. He stated that Multnomah County and the City of Portland have the tools to address these needs, but that they've chosen not to use them. He stated that he did appreciate Report suggestions regarding changes to JPACT.

Craig Dirksen stated that it's interesting to see different perspectives on the transportation system funding issue. He stated that the Report seems to have a Portland-centric view that doesn't adequately recognize Washington County needs. He said he appreciates the need to take a regional perspective on how transportation needs are addressed and noted that Washington County highways serve people from elsewhere in the region as well. He stated that he supports the recommendations regarding JPACT as well.

Mike Castillo asked why Metro is considered the best agency for this endeavor. Peter Livingston stated that City Club researchers examined how other regions in the country handle these issues and were informed by that work. He stated that Metro's regional reach makes it seem like the logical bridge authority, given the regional role of the bridges in the transportation system.

Mr. Castillo stated that while a more regionally focused funding allocation system might work in theory, it's fairly clear that current politics and the existing allocation process don't address transportation needs in Washington County. He stated that if politics aren't addressed, or if fairness is undermined in the process, then the suggested structure won't work. Mr. Livingston stated that people need to recognize the regional form of thinking and nature of the problems. If they don't, then nothing will work. Mr. Castillo stated that Washington County officials do care about the region and recognize the need for compromise and balance. He stated that the development of light rail in the region demonstrates that local governments in the region can work together.

Jef Dalin stated that "all government issues are local issues." He stated that Washington County local governments have done a good job of maintaining a regional perspective while operating more locally. He stated that perhaps this model should be reinforced: that funding should be allocated to local governments which would then decide how to allocate to address regional needs. He stated that local officials would be held accountable for their decisions. He stated that regional equity is important, and that Washington County local governments have demonstrated a willingness to contribute to regional needs but that they must see benefits as well to justify this type of action.

There was some discussion regarding the relative importance of Willamette River bridges and others in the region, and more specifically how a bridge authority might work.

Tim Knapp stated that there is value in looking out thirty years. He stated that he is concern about how public officials can collectively get to where we want to go without getting hurt. He stated that as Washington County continues to develop and fill in, connections with the rest of

the region will become more critical. He stated that there should be a regional discussion about what we collectively want to achieve and then about the steps we need to take to get there. He stated that the structure we have doesn't seem to be working. Mr. Leigh Stephenson-Kuhn asked who besides Metro might lead this conversation. Mayor Knapp stated that he didn't see another agency with comparable reach.

Roy Rogers asked where the City Club group intended to go from here.

Steve Griffith stated that their objective is in part to get everyone in public office to think about how to answer the questions the City Club is asking. He stated that his group had made presentations to two interim legislative committees, and that a significant challenge seems to be the inertia of the status quo. Mr. Griffith stated that HB 2001 wants interim legislative committees to come back during the next legislative session with ideas for regional government.

Mr. Griffith stated that he would sum up WCCC members views as 1) proportional representation on JPACT seems like a good idea, and 2) jurisdictions or parts of the region that have been ahead in paying for their system needs should be recognized for that as structural changes to the process of allocating transportation funds are being considered.

Mr. Stephenson-Kuhn observed that is also some question regarding who might best lead the process. Mr. Stephenson-Kuhn thanked the WCCC for its time and the opportunity for discussion.

Agenda Item 4 – MPAC Agenda: Keith Mays distributed the MPAC work program and noted that not much is scheduled for discussion at the next meeting.

Agenda Item 5 -- JPACT Agenda and Work Program: Mark Brown distributed and summarized the JPACT agenda and work program. These items included some discussion regarding the status of ODOT's work on OR 217 and some modifications to the current allocation of regional flexible funds.

Mr. Brown stated that the FY 2012 Appropriations process is beginning and that some discussion of project priorities will soon begin. He stated the process kicks off with a TMAC meeting in late October and culminates in March when regional and local officials travel to Washington DC to discuss priorities with the regions representatives there.

Kathryn Harrington stated that Metro intends to get closure in October regarding the membership on task forces associated with allocation of regional flexible funds and environmental justice.

Craig Dirksen stated that he had been appointed to a statewide road users fee task force and would not be able to attend the JPACT meeting in November.

Agenda Item 6 – Other Business: TriMet Board member Rick Van Beveren stated that the Sellwood Bridge resolution included some additional funds to help address the Milwaukie light rail project shortfall that had been discussed by the WCCC the previous month. He also stated that TriMet will be value engineering the project in search of further savings; that he thought the agency's bond measure proposal on the November ballot would be of benefit to outlying areas in the region; that a safety review of agency operations is on-going; and that there are some issues need to be worked through in labor contract negotiations.

Roy Rogers asked whether there would be opportunities for local governments to work with TriMet on capital projects if the bond measure passes. Mr. Van Beveren stated that the agency plans to improve more than 300 stops, and that there are opportunities for local government participation in that process.

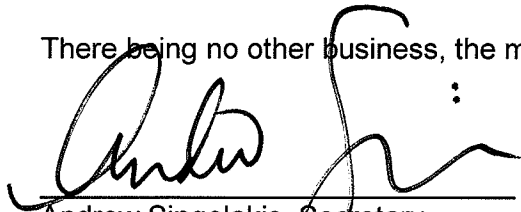
Port of Portland's Lise Glancy stated that there are two statewide task forces actively addressing rail issues: one related to high speed rail task force and another to rail system funding.

Roy Rogers stated that County Board Chair-elect Andy Duyck is interested in finding better ways to make pedestrian connections and at expediting high priority freight projects. Jef Dalin wondered whether the WCCC TAC should pull together priorities for bicycle, pedestrian and freight projects. Kathryn Harrington stated that the Regional Transportation Plan has a first-ever freight section and suggested local governments review the section to see what's there that's good and what might be missing. Roy Rogers stated that it might be a good idea to identify a countywide system of high priority bicycle and pedestrian system elements similar to the roadway system product that was developed for MSTIP. He stated that this might help focus future funding allocation discussions.

Tim Knapp stated that it seems like a good time to build a structure for determining countywide priorities for the federal appropriations process. He noted that the previous year the WCCC had expressed interest in getting an earlier start this year.

It was agreed to discuss the issue further at the November 1 WCCC meeting.

There being no other business, the meeting was adjourned at 1:31 PM.




Andrew Singelakis, Secretary
Washington County Coordinating Committee
Pg101110



WASHINGTON COUNTY

OREGON

October 25, 2010

To: Washington County Coordinating Committee
From: Mark Brown, Interim Assistant Director 
Subject: **Draft Priorities for FY2012 Federal Appropriations**

We are beginning the FFY 2012 federal Appropriations process for projects to be considered for funding in the Oct. 1, 2011 through Sept. 30, 2012 time period. Once again, we will have a regional process that will be coordinated by Metro to develop a limited list of requests for JPACT members to deliver to our congressional delegation on their annual trip to Washington D.C. on March 9-10, 2011.

We are scheduled to have preliminary discussions on this matter with the WCCC Transportation Advisory Committee at its October 28 meeting and will relay the results of that discussion to you on November 1.

Although the guidelines for developing the list of requests have not been finalized, it appears that each coordinating committee will be limited to no more than two (2) projects on the regional list, and that the criteria will be very similar to those used for the FFY 2011 process (see bold lettered parts of project selection criteria attachment). For FFY 2012 requests, we will not be prioritizing projects by congressional district.

Since the FFY 2011 Appropriations has been stalled and its future is uncertain, a good starting point for creating a FFY 2012 request list is the attached FFY 2011 list that the WCCC endorsed in early 2010. Recall that for FFY 2011 the WCCC identified the OR 8/OR 10/Beaverton-Hillsdale Hwy @ Hwy. 217 Adaptive Signal Control System (see attachment, project T8) and OR 217 Improvements (see attachment, project T5) as its top two priorities.

We have asked the WCCC TAC members to review the attached FFY 2011 list and be prepared to tell us on Thursday if these priorities appear to be valid for FFY 2012, and if any project information needs updating. If any of these projects are no longer a priority for FFY 2012 Appropriations, jurisdictions should feel free to propose a replacement project of roughly equal value. Historically, appropriations have been on the order of \$1.0 - \$2.0 million or less. A local jurisdiction should be able to deliver a completed project phase (preferably resulting in construction) in the event that only \$500,000 is obtained through Appropriations.

The schedule for developing a final WCCC request list will be somewhat dependent on the process established by Metro. It is anticipated that a final prioritization will need to be completed by the January WCCC meeting. The Metro process and criteria may not be fully developed by the November WCCC meeting.

Attachments:

FFY 2011 Appropriations Requests for U.S. Congressional District 1
Federal Fiscal Year 2011 Appropriations Project Selection Criteria

Congressional District 1 - Wu¹

Project Number	Project Description	Sponsor	Local Priority²	Funding Request (\$millions)	Numerical Ranking Justification Notes
New Starts/Small Starts					
NS-2	Barbur Blvd/99 W HCT	TriMet/Metro	Not ranked	\$2.50	
NS-3	Hillsboro to Forest Grove HCT	City of Forest Grove	Medium + (#5)	\$0.50	Alternative analysis rather than construction activity. Not a high regional priority at this time so may be more appropriate for later earmarking
Transit					
T-1	TriMet Bus Replacement	TriMet	Not ranked	\$15.82	
Road/Street/Bridge/Highway					
T-5	OR 217 Improvements	Washington County	High - (#2)	\$4.00	Construction project dealing with significant Hwy. 217 congestion and safety issues, phaseable to earmark amount received. Some questions about project deliverability.
T-6	U.S. 26 - Helvetia/Brookwood Parkway Interchange Improvement Project (TIGER) ³	Port of Portland/City of Hillsboro	Not ranked	\$2.00	
T-7	99W/Elwert/Kruger/Sunset Intersection Safety Improvements	City of Sherwood	Medium + (#4)	\$1.00	Design and right-of-way rather than construction request providing safety benefits for all modes
T-8	OR 8/OR 10/Beaverton-Hillsdale Hwy @ Hwy. 217 Adaptive Signal Control System	City of Beaverton	High (#1)	\$0.75	Ready to implement construction project benefiting Hwy. 217 and other state arterial roads. Phaseable to earmark amount
T-13	OHSU Campus Drive Safety and Accessibility Improvements	OHSU (Portland)	Not ranked	\$0.46	
T-15	95th/Boones Ferry/Commerce Circle Intersection Improvements	City of Wilsonville	Medium + (#3)	\$1.25	Construction project serving high employment area. Lack of scalability or backfill funding may preclude project deliverability in the event of partial earmark award.

(more information on back)

NA	124 th Ave. Extension	Wash. Co/Tualatin	Medium (#6)	\$4.00	Design rather than construction project where lack of prior work and major issues could jeopardize project deliverability. Probably more appropriate as Authorization or FY2012 Appropriations request.
Active Transportation (bike/pedestrian/trail)					
T-17	Fanno Creek Regional Trail Infill	City of Tigard	Medium (#7)	\$0.800	Construction project, but traditionally not a category of high interest for earmarking
T-21	Project Development for trail/bike projects in pending TIGER application, including: <ul style="list-style-type: none"> Last Mile Transit Connection, Hillsboro (TIGER)³ 	Metro	Not ranked	\$2.00	

¹Projects subject to change after each jurisdiction or group of jurisdictions narrow their priorities to 2 each.

²Projects with Not Ranked did not have Washington County or one of its cities as a primary sponsor, and were not assigned a local priority by County staff. These projects do not count against Washington County's two project maximum submittal.

³May be dropped if TIGER grant is awarded.

Federal Fiscal Year 2011 Appropriations Project Selection Criteria

1. Project should be consistent with interests of member of Congress

- Yes = Strong support for project or project area has been demonstrated by Rep. Wu
- No = Support for project or project area from Rep. Wu has not been demonstrated or is unknown.

2. Job creation during construction and on-going support of permanent jobs

- High = Request directly results in creation of construction jobs and provides on-going support for a significant number of permanent jobs
- Medium = Request does not directly result in creation of construction jobs but does provide on-going support for a significant number of permanent jobs.
- Low = Request does not directly result in creation of construction jobs and does not provide on-going support for a significant number of permanent jobs.

3. Project must be deliverable within reasonable timeframe

- High = Project has high certainty of being deliverable within reasonable timeframe due to large amount of preparatory work previously completed and lack of outstanding concerns.
- Medium = Project has some uncertainty of being deliverable within reasonable timeframe due to need for some additional preparatory work and existence of minor outstanding concerns.
- Low – Project has high uncertainty of being deliverable within reasonable timeframe due to need for lots of preparatory work and existence of major outstanding concerns.

4. Project must be included in the financially constrained element of the new RTP

- Yes = Project is identified in the financially constrained list.
- No = Project is not identified in the financially constrained list.

5. Project must be able to be constructed or a phase (e.g., design or ROW) fully completed with earmark which is less than amount requested

- High = Sponsoring jurisdiction is likely to have resources available to backfill any partial earmark to complete construction or any requested project phases.

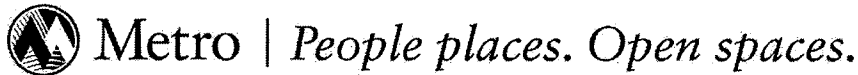
- Medium = Sponsoring jurisdiction is unlikely to have resources available to backfill any partial earmark but is able to reduce project costs by downsizing project scope to match potential partial earmark.
- Low = Sponsoring jurisdiction does not have resources available to backfill any partial earmark and is unable to reduce project costs to match potential partial earmark.

6. Likelihood of proposed earmark category (particularly those that are not oversubscribed)

- High = Request is in New Starts/Small Starts earmark category having greater likelihood of receiving earmark funding
- Medium = Request is in Road/Street/Bridge/Highway earmark category having lesser likelihood of receiving earmark funding
- Low = Request is in Other earmark category having lowest likelihood of receiving earmark funding

Criteria: Metro

Measures: Washington County staff



2010 MPAC Tentative Agendas

Tentative as of October 20, 2010

<p><u>MPAC Meeting</u> November 10</p> <ul style="list-style-type: none"> • Illustrating the role of public investment in stimulating private development • Addressing the region’s residential needs (discussion) <ul style="list-style-type: none"> ○ Discussion of potential urban growth boundary expansion areas and criteria for consideration ○ Identify any desired residential urban growth boundary changes • Report from MPAC Title 11 Subcommittee (discussion and recommendation) • CIS: Implementing Policies – Urban Growth Management Functions Plan Title 1 Housing Capacity 	<p><u>MPAC Meeting</u> November 17</p> <ul style="list-style-type: none"> • Recommendation to Council on Community Investment Strategy and Capacity Ordinance <ul style="list-style-type: none"> ○ Regional Framework Plan and Urban Growth Management Functional Plan changes ○ 2040 Growth Concept map update ○ Strategies to address large lot industrial needs ○ Strategies to address residential needs
<p><u>FYI: Nov. 29 Metro Council Public Hearing on Capacity of Urban Growth Boundary</u> Location: Clackamas County Public Services Building Time: 5 – 9 p.m.</p>	<p><u>FYI: Dec. 2 Metro Council Public Hearing on Capacity of Urban Growth Boundary</u> Location: Hillsboro Civic Center Time: 5 – 9 p.m.</p>
<p><u>FYI: Dec. 9 Metro Council Public Hearing on Capacity of Urban Growth Boundary</u> Location: Metro Regional Center Time: 5 – 9 p.m.</p>	<p><u>MPAC Meeting</u> December 8</p>

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, October 14, 2010
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

- | | | | |
|---------|-----|---|--------------------------|
| 7:30 AM | 1. | CALL TO ORDER & DECLARATION OF A QUORUM | Carlotta Collette, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Carlotta Collette, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | Carlotta Collette, Chair |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS | |
| | * | <ul style="list-style-type: none">• New ODOT Flexible Fund Application Process• Regional Flexible Fund Task Force and Environmental Justice Working Group Update | |
| | * | <ul style="list-style-type: none">• Update on WSDOT and ODOT Response to CRC IRP Recommendation Scheduled for Nov. 4 JPACT Meeting• Bi-State Committee Update | |
| 7:50 AM | 5. | CONSENT AGENDA | |
| | * | <ul style="list-style-type: none">• Consideration of the JPACT Minutes for September 2, 2010• Resolution No. 10-4197, "For the Purpose of Amending the 2010-11 Unified Planning Work Program and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Delete the Multi-Use Path Master Plan: Lake Oswego to Milwaukie Project and Substitute the a New Portland to Lake Oswego Trail Plan: Powers Marine Park to Fielding Rd. Project" – <u>APPROVAL REQUESTED</u> | |
| 7:55 AM | 6. | * Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region – <u>INFORMATION / DISCUSSION</u> | Michael Jordan |
| 8:10 AM | 7. | 2011 Legislative Session – <u>INFORMATION / DISCUSSION</u> | Randy Tucker |
| 8:25 AM | 8. | * Climate Smart Communities Scenarios – <u>INFORMATION / DISCUSSION</u> | Kim Ellis |
| 8:40 AM | 9. | * OR 217 Operational Study – <u>INFORMATION</u> | Jason Tell |
| 8:50 AM | 10. | * Review of 2014-15 Regional Flexible Fund Step 1 Programs – <u>INFORMATION</u> | Ross Roberts |
| | | <ul style="list-style-type: none">• High Capacity Transit (HCT) Development and Corridor Planning (Oct. 14)• Metropolitan Planning Organization support (Nov. 4)• Transit Oriented Development (Dec. 9)• Transportation System Management and Operations (TSMO) and Regional Travel Options (RTO) (Jan. 13) | |
| 9 AM | 11. | ADJOURN | Carlotta Collette, Chair |

* Material available electronically.

** Materials will be distributed at prior to the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700#.

2010 JPACT Work Program
10/7/10

<p><u>September 2, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • 2010-13 MTIP – Action • COO Recommendation: Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region – Information • Portland to Milwaukie Light Rail funding options and Regional Flexible Funds – Action 	<p><u>October 14, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • MTIP Regional Flexible Fund Task Force and Environmental Justice Working Group - Update • MTIP Scope of Work and Title Change for the Lake Oswego to Portland Trail Master Plan – Action • COO Recommendation: Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region – Information • 2011 Legislative agenda – Information • OR 217 – Information • Climate Smart Communities – Information/Discussion Regional Flexible Funds (Step 1) Review: HCT Bond/HCT Development/Corridor Planning – Information
<p><u>November 4, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Columbia River Crossing Project – Information • Region wide Flexible Funds (Step 1) Review: Regional Planning – Information • STIP: Recommended draft for public comment - Action • MTIP amendment Portland to Milwaukie Light Rail Final Design Application – Action 	<p><u>December 9, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities – Discussion • Region wide Flexible Funds (Step 1) Review: Transit Oriented Development – Information
<p><u>January 13, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Region wide Flexible Funds (Step 1) Review: TSMO and RTO • Intertwine- Information 	<p><u>February 10, 2011 – Regular Meeting</u></p>
<p><u>March 10, 2011 – Regular Meeting</u></p> <p>March 9-10: Annual JPACT Washington, DC Trip (Tentitive)</p>	<p><u>April 14, 2011 – Regular Meeting</u></p>
<p><u>May 12, 2011 – Regular Meeting</u></p>	<p><u>June 9, 2011 – Regular Meeting</u></p>

<u>July 14, 2011 - Regular Meeting</u>	<u>August 11, 2011 - Regular Meeting</u>
<u>September 8, 2011 - Regular Meeting</u>	<u>October 13, 2011 - Regular Meeting</u>
<u>November 10, 2011 - Regular Meeting</u>	<u>December 8, 2011 - Regular Meeting</u>

Parking Lot:

- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response
- Regional Flexible Fund Allocation, Step 2 fund project priority recommendations by spring 2011
- RTP amendment for CRC.
- Regional Indicators briefing in early 2011.
- Statewide Transportation GHG Reduction Strategy project update in late 2010 or early 2011.



WASHINGTON COUNTY OREGON

October 21, 2010

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

DATE: Thursday October 28, 2010
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Library Conference Room
12375 SW Fifth Street -- Beaverton

A G E N D A

- | | | | |
|---|----|--|-------------------|
| * | 1. | Transportation Development Tax:
"Previous Use" Definition Options | Discussion/Action |
| * | 2. | Transportation Development Tax:
Amending the project list | Discussion |
| * | 3. | FY2012 Federal Appropriations Priorities | Discussion |
| | 4. | TPAC Meeting | Information |
| | 5. | Updates:
▪ ODOT
▪ Metro
▪ TriMet | Information |
| | 6. | Other Business | |

The next regular WCCC TAC meeting is scheduled for **1:30 PM Thursday November 18, 2010**

* -- Material enclosed in packet

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

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

AGENDA

1. Visitors comments
2. Approval of Minutes Action
3. Transportation Development Tax:
"Previous Use" definition Discussion/
Action
4. Transportation Development Tax:
Project List modification provisions Discussion/
Action
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