



WASHINGTON COUNTY

OREGON

August 2, 2010

TO : Washington County Coordinating Committee
FROM : Andrew Singelakis, Director
Land Use and Transportation

mb for

SUBJECT: WCCC MEETING AGENDA

Note: We have invited recently-appointed TriMet General Manager Neil McFarlane to your August 9 meeting to discuss with you the status of transit services, the challenges ahead, his personal and policy objectives for the agency and other transit issues of interest.

DATE: Monday August 9, 2010
TIME: 12:00 PM - 1:30 PM
PLACE: Beaverton Library Conference Room
12375 SW 5th Street
Beaverton, OR

AGENDA

- | | | | |
|------------|----|--|--|
| 12:00 PM | 1. | Visitors' comments | |
| * | 2. | Approval of Minutes – June 7, 2010 | <u>Action</u> |
| * | 3. | MPAC and JPACT Agendas:
MTIP Funding Shift: \$700,000 from I-5/99W
Corridor planning work to the Southwest Corridor Study
Presenters: Keith Mays, Mayor, Sherwood;
Roy Rogers, Chair, Washington County BCC;
County staff | <u>Information/</u>
<u>Discussion</u> |
| * | 4. | MSTIP 4: Preliminary Discussion
Presenters: Roy Rogers, Chair, Washington County BCC;
County staff | <u>Discussion</u> |
| * | 5. | Other Business – WCCC TAC; Draft Next WCCC agendas | |
| 12:45 PM * | 6. | TriMet – General Manager Neil McFarlane | <u>Discussion</u> |
| | | <ul style="list-style-type: none">• Transit Services Status and Issues<ul style="list-style-type: none">○ Update on Southwest Corridor Study○ Review of Ridership: Regional and Washington County○ Agency Direction: Personal and Policy Objectives○ Strategies for Increasing Ridership/Transit Service:<ul style="list-style-type: none">▪ Supporting new employment in Washington County▪ Addressing “last mile” connections▪ Other• Discussion<ul style="list-style-type: none">○ WCCC member questions○ Visitor Questions• Next Steps | |

The next regular WCCC meeting is scheduled for **Monday August 30, 2010**. If you have any questions, please call me at 846-8740.

* Material enclosed in packet

Department of Land Use & Transportation • Administration
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WASHINGTON COUNTY COORDINATING COMMITTEE
POLICY GROUP MINUTES
June 7, 2010

Voting Members:

Roy Rogers, Washington County
Denny Doyle, City of Beaverton
Peter Truax, City of Forest Grove
Roland Signett, City of Durham
Keith Mays, City of Sherwood
Jeff Dalin, City of Cornelius

Sam Locklin, City of King City
Mike Castillo, City of Hillsboro
Tim Knapp, City of Wilsonville
Brian Biehl, City of Banks
Monique Beikman, City of Tualatin
Gretchen Buehner, City of Tigard

Others in Attendance:

Andrew Singelakis, Washington County
Mark Brown, Washington County
Clark Berry, Washington County
Don Odermott, City of Hillsboro
Gus Duenas, City of Tigard
Marc San Soucie, City of Beaverton
Rian Windsheimer, ODOT
Susan Peithman, BTA
Kathryn Harrington, Metro
Mark Ottenad, City of Wilsonville
Jonathan Schlueter, WEA

Blair Crumpacker, Washington County
Michael Sykes, City of Forest Grove
Gary Stockhoff, Washington County
Dave Waffle, City of Cornelius
David Kim, ODOT
Mike McKillip, City of Tualatin
Judith Gray, City of Tigard
Josh Naramore, Metro
Derek Robbins, City of Forest Grove
Ernie Platt, HBA

Roy Rogers called the meeting to order at 12:05 PM.

Agenda Item 1 -- Visitors Comments: Jonathan Schlueter thanked WCCC members who sent letters to MPAC regarding the importance of industrial lands and noted that the issue is getting more discussion now. He stated that on June 24 the WEA is sponsoring a breakfast forum on the topic and urged WCCC members to watch for an e-mail on the specifics. Mr. Schlueter distributed material indicating that the Metro area economy lost \$4 billion during the past year which reduced Metro area state tax payments by approximately \$300 million.

Roy Rogers stated that he had recently spoken to the Labor Council and that they had complimented the cities and the county for their work supporting employment.

Jef Dalin stated that the Cornelius gas tax is still in place despite some challenges.

Peter Truax stated that Police Chief Craig Dunlap recently had a fatal heart attack. He stated that Chief Dunlap was scheduled to retire soon, and that his death was a great loss to the Forest Grove community.

Gretchen Buehner stated that the city of Tigard had received a \$1 million grant to for a property purchase.

Agenda Item 2 -- Approval of Minutes: The minutes for the May 10 WCCC meeting were approved unanimously.

Agenda Item 3 – Traffic Impact Fee Request, Washington County – Gary Stockhoff provided an overview of the county's request to use TIF funds on a section of Cornelius Pass Road between Baseline and Quatama Roads. The request was approved unanimously.

Agenda Item 4 – MSTIP Bicycle and Pedestrian Fund Request, City of Sherwood – Keith Mays provided an overview of the proposal to add sidewalk ramps at the intersection of 3rd and Washington. The request was approved unanimously.

Agenda Item 5 – Regional Transportation Plan: Status – Roy Rogers noted that JPACT would be considering final recommendations for the Regional Transportation Plan at its June meeting. Mark Brown stated that Metro had received more than 300 comments on the RTP. He stated that there are two main issues for Washington County at this point:

1) Adequate capacity on OR 217: He stated that all analysis, including that done in support of the current RTP, has identified a need for three travel lanes in each direction on OR 217. He stated that the RTP document now calls for a six lane facility, but includes no specific project to achieve this configuration.

2) The Tualatin River Bridge in the city of Tualatin: He stated that the city of Tualatin has argued against including a specific alignment for the facility, although a specific alignment was identified as part of Alternative 7, the proposed I-5/99W Connector solution. This RTP draft does not identify the specific alignment but does state that the city needs to determine how it will accommodate the demand for the facility as part of its transportation plan update process.

Roy Rogers stated that he wouldn't want to convey the impression that Washington County would favor tolling OR 217 at this point. He stated that there is a set of projects that need to be done to complete the commitment made as part of the Western Bypass study.

Tim Knapp stated that the arterial the city of Tualatin does not want to include in the RTP was one of the facilities in Alternative 7 of the I-5/99W Connector study, and that without this route Alternative 7 doesn't exist. He stated that other facilities would be severely congested, and that it takes a large leap of faith to think this will work. Monique Beikman stated that this position is no different than Wilsonville taking out an element at the southern end of the corridor. Keith Mays stated that all three of the facilities are critical for that solution, but that continuing to study how they work is fine as long as there is a commitment to get them done.

Gretchen Buehner stated that traffic and congestion on 99W continue to get worse while all of the discussion about alternative alignments is going on. She stated that some solution needs to be found and implemented.

Mark Brown stated that the recommendation to JPACT is that the Tualatin "bridge project" comes off and that the RTP indicates the city must address how the demand will be accommodated through its TSP update process.

Monique Beikman stated that Tualatin city officials are aware of concerns regarding this issue, but they want to delay defining a project so they can search for an alternative as part of the transportation plan update process. She stated that if it's not, then it may be that the bridge is the only option.

There was no further discussion and no action on the matter.

Agenda Item 6 – ODOT Grant Programs: Mark Brown distributed a list of local government projects for which grant applications were being considered. A list from Forest Grove also was distributed. Mr. Brown stated that staff would be discussing options for the TIGER 2 program with the Board the following day to determine whether it wanted to support an application. Several WCCC members said their jurisdictions may have project candidates as well. Mr. Brown stated that it would be important to avoid conflicts and that although each jurisdiction would be doing their own applications, it would be important to coordinate during the process.

Roy Rogers stated that it might be a good idea for the next grant cycle for the WCCC to identify high priority bicycle and pedestrian system links in Washington County, including trails, that local governments could collectively focus resources on. Keith Mays stated that one problem is that THPRD is not a WCCC member. There was some discussion about available inventories of missing links in the system. It was noted that local jurisdiction transportation plans often include these inventories. Jef Dalin noted that the BTA also collects this type of information. He stated that it might be good to get the BTA's input on where the most serious safety problems are. Roy Rogers noted that the bike and pedestrian system funding issue applied to the on-street and off-street systems. Tim Knapp stated that he would support a coordinated effort to identify priorities, noting that bike riders just want to get from one place to another and don't really care which jurisdiction is responsible for the facilities.

Roy Rogers asked staff to consider the issue and criteria that might be used to develop such a system and to report back to the WCCC at some point. Andrew Singelakis stated that it would be good to tie this into the county's transportation plan.

David Kim stated that the State is making \$1 million available from an urban trails fund, which it hopes will fund up to four projects statewide. The application deadline is July 9. It was suggested that WCCC TAC members should try to identify a candidate all WCCC jurisdictions could support if it was possible by the deadline.

Agenda Item 7 – Agenda Planning for the June 14 TriMet Meeting -- Andrew Singelakis stated that a meeting would be held with TriMet officials to discuss issues of mutual interest. He pointed out a draft of the proposed agenda and asked WCCC members to let him know if they'd like other items put on the agenda. Tim Knapp stated that Wilsonville Chamber members were concerned about the lack of "last mile" connections -- to WES particularly. Roy Rogers lauded Wilsonville and Tualatin for successful efforts to support and retain WES services during recent TriMet service reductions. Gretchen Buehner stated that city of Tigard officials also had met with TriMet to emphasize the importance of and express their support for the service.

Agenda Item 8 – MPAC Agenda – Keith Mays stated that he would attend the meeting. Kathryn Harrington stated that the June and July MPAC meetings would establish Metro Chief Operating Officer Michael Jordan's Community Investment Strategy direction.

Agenda Item 9 – JPACT Agenda and Work Program -- The June 10 JPACT agenda was distributed. Mark Brown distributed a letter of comment on the RTP from ODOT. He noted that it expressed concerns that the RTP may not ensure that the regional system operates in a manner that's consistent with state performance standards. He said that the state recommends a more robust performance evaluation and monitoring process, and suggests more specific evaluation of RTP provisions allowing an automatic 30 percent trip reduction in centers under some circumstances. Rian Windsheimer added that the OTC is interested in ensuring it's

possible to track RTP implementation progress and is suggesting more specific monitoring provisions to generate information necessary to enable plan implementation managers to appropriately adjust their strategies over time.

Tim Knapp asked why these issues hadn't been raised earlier in the process. Mr. Windsheimer stated that ODOT is not suggesting a change of direction, just the diligent monitoring that's important to ensure effective plan implementation, particularly since performance standards, which will be defined as part of mobility corridor planning work, remain fluid. He stated that ODOT is interested in supporting system improvements and activities that help generate and maintain economic vitality.

Mayor Knapp stated that Metro seems to be expanding its role by focusing on the economy, which he described as a policy issue that should be more broadly considered. Rian Windsheimer stated that the regional transportation system has significant impacts on the economy, and that he didn't think Metro's focus on the economy was out of bounds.

Mark Brown stated that JPACT also would be considering the regional flexible funds policy at its June 10 meeting. He stated that, historically, the region has taken some of this federal funds allocation off the top for regional initiatives, and that about \$8 to \$10 million every two years for allocation to local governments, which given the number of local governments, is not much. He stated that Metro is proposing two categories for the local allocation: one supporting project readiness and one focusing on the green economy and freight system initiatives. Kathryn Harrington stated that a category combining active transportation and "complete streets" projects also is being considered. Mr. Brown stated that JPACT would be considering how much should be allocated in each category at its Thursday meeting. Tim Knapp observed that if the active transportation projects are slated for significant funding, this would be consistent with Roy Rogers' interest in selecting one or two major projects of this type for the County.

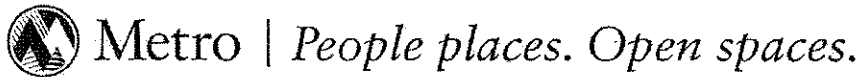
Agenda Item 10 – Other Business – Rian Windsheimer provided a status report on development of the new State Transportation Improvement Program (STIP), noting that it appears the current proposal is to allocate \$200 million to system preservation, \$40 million to safety projects, and \$33 million to operations. None would be available for modernization projects. He stated that the OTC and ODOT are concerned regarding the budget and are taking a conservative approach with the STIP. He stated that additional project funding might be added later if funds are demonstrated to be available.

David Kim stated that work was about to begin on the Hwy. 26: 158th to 185th widening project. He stated that the contractor was scheduled to begin paving the inside shoulder on June 13, that construction barriers would be installed in August.

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



Andrew Singelakis, Secretary
Washington County Coordinating Committee
Pg060710



2010 MPAC Tentative Agendas

Tentative as of July 21, 2010

<p><u>MPAC Meeting</u> July 14</p> <ul style="list-style-type: none"> • Analysis of potential UGB expansion areas <ul style="list-style-type: none"> ○ Infrastructure costs ○ Localization factors • Maintaining an Inventory of Large Industrial Sites Within the Region 	<p><u>MPAC Meeting</u> July 28</p> <ul style="list-style-type: none"> • Federal Sustainable Community Initiative and HUD Sustainable Communities grant - Information • Climate Prosperity Project
<p><u>MPAC Meeting</u> August 11</p> <ul style="list-style-type: none"> • Presentation of COO recommendation • Federal Sustainable Community Initiative and HUD Sustainable Communities grant - Action 	<p><u>MPAC Meeting</u> August 25</p>
<p><u>MPAC Meeting</u> September 8</p> <ul style="list-style-type: none"> • The Intertwine • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> September 22</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> October 13</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> October 27</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments

<p><u>MPAC Meeting</u> November 10</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> November 17</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (recommendation to council) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> December 15</p>	

2010 JPACT Work Program

7/2/10

<u>July 8, 2010 - Regular Meeting</u> <ul style="list-style-type: none">• TIGER 2 prep update and poll for possible next steps - Information• 2012-15 STIP schedule/milestones - Information• Regional Flexible Fund Allocation policy - Action• Columbia River Crossing - Project Sponsors Council update and funding proposal	<u>August 12, 2010 - Regular Meeting</u> <ul style="list-style-type: none">• East Metro Corridor work program, schedule and budget and UPWP amendment - Action• Southwest Corridor work program, schedule and budget and UPWP amendment - Action• TIGER Grant 2• Climate Smart Communities (House Bill 2001 scenarios) work program - Action• HUD Grant - Action
<u>September 2, 2010 - Regular Meeting</u> <ul style="list-style-type: none">• RFFA: Recommended draft for public comment• STIP: Recommended draft for public comment• 2010-13 MTIP - Action• COO Recommendation	<u>October 14, 2010 - Regular Meeting</u> <ul style="list-style-type: none">• Portland to Lake Oswego Locally Preferred Alternative - Action <u>October 19-21 Rail~Volution</u>
<u>November 4, 2010 - Regular Meeting</u>	<u>December 9, 2010 - Regular Meeting</u> <ul style="list-style-type: none">• House Bill 2001 Scenarios - Discussion

Parking Lot:

- 2011 legislative agenda
- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT - equity, economy and climate change response
- Final HUD grant



WASHINGTON COUNTY

OREGON

August 2, 2010

TO : Washington County Coordinating Committee

FROM : Andrew Singelakis, Director
Land Use and Transportation

msb for

SUBJECT: MSTIP 4: Preliminary Discussion

Issue: We receive occasional inquiries about the possibility of restarting the MSTIP 4 discussions. Acknowledging this interest, we thought we'd take some time at the August 9 meeting to explore the issue and our collective thinking on the matter. We intend and hope for a preliminary, high-level discussion at this point. Here are a few questions we hope will stimulate a wider ranging conversation:

- What should be the timing of a proposed MSTIP 4 measure?
- Are the weightings of MSTIP 4 elements in the tabled proposal (see background section) still appropriate?
- Are there types of improvements you'd like to see receive more or less emphasis?

Background: It's been more than two years since the WCCC and the Board of Commissioners last discussed MSTIP 4. At that time Washington County local government officials had completed a review of our collective transportation capital project funding needs and concluded that additional resources were needed to support planned transportation system implementation. The WCCC and the Board determined that the best mechanisms for increasing those resources would be:

- Expansion of the Traffic Impact Fee (TIF) program, through which new development pays fees that generate revenues to help with system expansion.

The WCCC's general direction was to construct a measure that would approximately double revenues being generated by the TIF program.

- A new Major Streets Transportation Improvement Program (MSTIP) initiative, to be the fourth in a series of measures funded by Washington County property owners that have paid for more than \$500 million of transportation improvements during the last 25 years.

The WCCC's direction was to develop an MSTIP 4 program that assumed revenues of approximately \$70 million per year for six years, including the amount currently being allocated to transportation capital projects annually by the Board of Commissioners (\$26-\$28 million). Resources for the program would total \$420 million (year of expenditure \$), or approximately \$255 million in 2007 \$. At the time the matter was tabled, the MSTIP 4 proposal stood at approximately 120 percent of target revenues (slightly more than \$300 million in 2007 \$), including \$244 million for 35 major multi-modal roadway projects, \$28 million of design and Traffic Safety Management and

Operations (TSMO) projects, and \$30 million distributed among four special funds. The four special funds focused on 1) stand alone bike and pedestrian improvements (\$10 million); 2) rural roads (\$4.5 million); 3) small cities (\$1.5 million), and 4) discretionary funds expected to be used primarily for matching or leveraging other funding as opportunities arose (\$14 million).

Ultimately the Board of Commissioners determined that the measures should be pursued sequentially beginning with the TIF program expansion, which was developed into the Transportation Development Tax (TDT) measure that was approved by voters in 2008. The MSTIP 4 proposal remains on the table.



WASHINGTON COUNTY

OREGON

July 23, 2010

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

DATE: Thursday July 29, 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: Annual Report Information
Information Request
- * 2. Transportation Development Tax: Proposed Discussion
Change of "Previous Use" Definition
- * 3. TPAC Meeting Discussion
▪ MTIP Funding Shift: \$400,000 from I-5/99W
Corridor Concept Plan to Southwest Corridor Study
- 4. Updates: Information
-- ODOT
-- Metro
-- TriMet
- 5. Other Business

The next regular WCCC TAC meeting is scheduled for **1:30 PM Thursday August 26, 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. TDT "previous use" definition modification Action
4. MPAC Agenda Information
5. Regional Initiatives: Status Information
 - JPACT agenda
6. Other Business: Information
 - ODOT Project Status Report
 - Transportation Advisory Committee Agenda
 - Next WCCC Agenda: Draft

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Everything Oregon

TriMet's future: Ready and able to take you for a ride

Published: Friday, July 09, 2010, 5:00 PM

**Guest Columnist**

By Neil McFarlane

As TriMet's new general manager, I'm grateful for the warm welcome from so many employees, riders and partners, as well as columnist Dave Lister ("A little advice for TriMet's new boss," July 8). His column speaks to the important role transit plays in our region, and provides me with an opportunity to share some thoughts.

We do face challenging times, but every day, more than 320,000 trips are taken on our system, and that number is growing. We're seeing record numbers of riders on MAX and WES commuter rail. Our most frequent riders -- some 76 percent -- ride both buses and MAX to get to jobs, school, medical appointments and other community activities. They rely on the system, and I take seriously the responsibility to continue to deliver great service every day.

My top priorities are safety, expanding service, continuing to work with regional partners to strengthen the system and building a strong financial future. I have no illusions that the job ahead will be easy or without controversy.

Following the tragic fatal bus accident in downtown Portland in April, I'm committed to doing everything we can to prevent such a tragedy from occurring again. Work is under way to improve the safety of our bus and rail system, starting with a top-to-bottom safety review and other initiatives to follow.

Every transit district across the country has been hit hard by the recession. With lower revenues, most have cut service and raised fares. TriMet is no exception. We made tough budget decisions, and the last place we look to balance our budget is with service cuts. My goal is to first restore our frequent-service bus lines as the economy improves. These 12 lines provide 57 percent of our bus trips.

Dave Lister raised the issue of the honor system on MAX and ticket vending machine performance. Light-rail systems across the country have been built as open systems. MAX is part of the streetscape, and many stations share the platform with sidewalks. This open system adds to the vibrancy of the neighborhoods it serves.

Even with an open system, thousands of fares are checked each day. More than half of our riders have passes, so a rider may not realize that the person sitting next to him has a valid fare. And the excuse of "the machine wasn't working" doesn't hold much water. TriMet doubled the number of ticket vending machine technicians, and the machines have gone from a 75 percent performance rate to a 95 percent performance rate. Riders risk a big fine if they don't have a fare, and we'll continue to focus on fare collection.

Our transit police also check fares every day as they patrol the system, spending up to 70 percent of their time on transit

http://blog.oregonlive.com/opinion_impact/print.html?entry=/2010/07/trimets_future_ready_and_able.html 7/23/2010

vehicles and at platforms. Their presence is paying off with a significant reduction in reported incidents. And we're hearing from riders that they are seeing a difference and are more comfortable riding.

Lister also suggested that some MAX stations be eliminated to speed up the system. It's an idea worth considering, but not without challenges. Most stations see more than a thousand riders a day, so which stations should we close?

Our MAX system has now expanded to all three counties, and communities across the region are asking for more. The investment in rail has brought \$1.3 billion in federal discretionary funding over the past 20 years. That money could have gone to other cities and communities across the country, but it was awarded to TriMet.

Obviously it created more transportation alternatives, more transit riders, reduced fuel consumption and eased congestion, but it also created thousands of family-wage jobs. It also helped prompt more than \$8 billion in development within walking distance of the stations.

Our sixth MAX line, the Portland-Milwaukie segment, is poised to start construction in the next year. It will provide high-capacity transit to that growing corridor, where nearly 100,000 new jobs are projected. It will also create 14,500 jobs just when we need it the most.

Leaders from communities across the country and even the world come to the Portland region to see our transit system with hopes to replicate it. Our model of linking land use and transportation to build and support livable communities has made transit an integral part of what makes this a great place to live, work and recreate.

I invite Dave Lister and others to join me on my frequent bus and MAX rides to experience our great system and to share ideas on how to improve it.

Neil McFarlane is general manager of TriMet after working 19 years in the agency's capital projects division.

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