WASHINGTON COUNTY
OREGON

MEETING: Washington County Coordinating Committee (WCCC)
DATE: Monday, July 6, 2015
TIME: 12:00 - 1:30 p.m.
LOCATION: Beaverton Library Cathy Stanton Conference Room
12375 SW 5th St., Beaverton

AGENDA

1. Visitors Comments (5 min)

✓ 2. Consideration of WCCC Minutes for June 8, 2015 Action (5 min)

✓ 3. City of Beaverton TDT Expenditure Request Action (5 min)
   Purpose: Take action on a request to use TDT funds to
   construct Dawson/Westgate/Cedar Hills
   Intersection Realignment project
   Presenter: Luke Pelz, City of Beaverton

✓ 4. 2018 Regional Transportation Plan Update Presentation /
   Discussion (30 min)
   Purpose: Receive a presentation and provide input on the
   work plan priorities and engagement strategy
   Presenter: Councilor Harrington, Councilor Dirksen and
   Kim Ellis, Metro

5. Legislative Debrief Information (15 min)
   Purpose: Receive an overview of relevant Oregon legislative
   activity
   Presenter: Jim McCauley, Washington County

✓ 6. MTIP Policy Considerations Discussion (10 min)
   Purpose: Discuss the current MTIP policy proposals and
   provide a possible WCCC position
   Presenter: Andrew Singelakis, Washington County

7. MSTIP 3e and Transportation Finance Concept for High
   Growth Areas Update (5 min)
   Purpose: Receive an update on the transportation finance
   concept for high growth areas and an overview of
   the MSTIP 3e process and schedule.
   Presenter: Steve Szigethy, Washington County

* 8. MPAC Agenda Information (5 min)
   Presenter: Mayor Peter Truax, City of Forest Grove

* 9. JPACT Agenda Information (5 min)
   Presenter: Mayor Denny Doyle, City of Beaverton

10. Other Business and Agency Updates Information (5 min)

✓ Material included in packet  * Material will be distributed at the meeting  ^ Material available electronically and/or
distributed in advance of the meeting
<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, August 10</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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<tr>
<td>Monday, August 31</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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<tr>
<td>Monday, October 5</td>
<td>Beaverton City Hall / Council Chambers</td>
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<tr>
<td>Monday, November 9</td>
<td>Beaverton City Hall / Council Chambers</td>
</tr>
<tr>
<td>Monday, December 7</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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</tbody>
</table>
Voting Members:
Denny Doyle, City of Beaverton
Gery Schirado, City of Durham
Peter Truax, City of Forest Grove
Jerry Willey, City of Hillsboro
Ken Gibson, City of King City
Krisanna Clark, City of Sherwood
John Cook, City of Tigard
Lou Ogden, City of Tualatin
Roy Rogers, City of Washington County
Tim Knapp, City of Wilsonville
John Cook, City of Tigard

Non-Voting Members
Neil McFarlane, Tri-met
Kathryn Harrington, Metro
Susie Lahsene, Port of Portland

Attendees:
Andrew Singelakis, Washington County
Chris Deffebach, Washington County
Steve Szigethy, Washington County
Dyami Valentine, Washington County
Susan Aguilar, Washington County
Steve Kelley, Washington County
Gary Stockhoff, Washington County
Dick Schouten, Washington County
Tom Mills, TriMet
Alan Lehto, TriMet
Don Odermott, City of Hillsboro
Jenny Cardigan, WTA
Bernie Bottomly, TriMet
Jonathan Schlueter, Washington County
Melissa De Lyser, Washington County
Buff Brown, City of Tigard
Rob Dixon, City of Tigard
Rob Foster, City of Forest Grove
Mark Ottenad, City of Wilsonville
Marc San Soucie, Beaverton City Council
Lisa Frank, Bicycle Transportation Alliance
Rob Massar, Washington County
Joe Younkins, Washington County
Luke Pelz, City of Beaverton
Jeff Petrillo, CPO 7 & Washington County
Jon Kloor, HBA
Matt Wellner, Washington County
Julie Wilcke, Ride Connection
Zoe Monahan, City of Tualatin
Shelli Romero, ODOT – Region 1
Stephen Roberts, Washington County

Mayor Denny Doyle called the Washington County Coordinating Committee (WCCC) meeting to order at 12:10 p.m.

*Commissioner Rogers arrived shortly after introductions and assumed his role as Chair for the WCCC.*
Visitor Comments
None

Consideration of Minutes
An amendment was made to the May 11, 2015 meeting minutes adding Mayor John Cook to the attendance roster.

Mayor Jerry Willey moved to approve the amended minutes from the May 11, 2015 WCCC meeting. Mayor Denny Doyle seconded. **Vote: Unanimous**

Hillsboro TDT Expenditure Request
The City of Hillsboro requested WCCC approval for expenditure of its Transportation Development Tax (TDT) revenue to provide a new collector street connection in the Orenco Station area.

Mayor Denny Doyle moved to approve the City of Hillsboro’s request to use TDT expenditures to construct an extension of NE Cherry Drive to NE Ray Circle within the City of Hillsboro. Mayor Peter Truax seconded. **Vote: Unanimous**

State Transportation Improvement Program (STIP) Scenarios
Kelly Brooks from ODOT provided overview of STIP, funding scenarios for the Fix It and Enhance categories, and timeline for developing the 2019-2021 STIP. The current assumptions based on the OTC’s May discussions suggest a preference for a scenario where most of the money goes into Fix-It, and some amount – up to $106 million – to be available for Enhance or similar programs. Of the Enhance bucket $57 million must be allocated for non-highway (bike, pedestrian, transit, and transportation options) project due to state and federal requirements: $27 million to non-highway Fix-it projects, and $30 million towards non-highway Enhance projects. The remaining $49 million would go towards an OTC discretionary program. It is envisioned that the ACTs will have significant involvement in project selection.

Timeline:
Summer 2015 – Oregon Transportation Commission finalized funding
Fall/Winter 15 – ACTS review projects and recommend 150% lists
Spring/Summer 16 – ACTS review and finalize 100% funding recommendations

TriMet Strategic Plan
Neil McFarlane from TriMet shared information regarding TriMet’s planning process, review of recent changes regarding TriMet’s financial picture, and additional funding needed to respond to growing ridership. Mr. McFarlane indicated that TriMet’s finances are now stable due to a new labor agreement and other cost controls. TriMet is effective and efficient in its use of public resources, and TriMet has a clear plan for how to deploy additional resources to provide additional service to support the region’s goals. TriMet is proposing an increase to the payroll tax of 1/10th of one percent phased in over 10 years. The TriMet Board is considering proposal in September with possible implementation beginning January 1, 2016.
Transportation Finance Concept for High Growth Areas
Andrew Singelakas introduced Rob Massar and along with Steve Szigethy who presented information regarding a finance concept/proposal that would use bonding to advance some critical projects in Washington County that are considered “high growth” areas. The identified areas of high growth are North Bethany/Bonny Slope West, South Hillsboro, South Cooper Mountain, and River Terrace. The objective of this proactive program is that it creates opportunity to address transportation needs around new major residential growth areas and it addresses existing safety and capacity needs on county roads with a high proportion of “regional” trips.

The proposal concept is that bonds would be paid back through incremental increase in county property tax revenue transferred to MSTIP each year as a result of growth in countywide assessed valuation. The existing MSTIP allocation (approximately $35 million per year) will be preserved in order to fund other existing deficiencies throughout the county.

The proposal includes a cost sharing provision commensurate with the relative anticipated transportation impact that would require the affected city funding one third of project costs. The city’s portion could be met through any combination of city revenue including TDT revenue, supplemental transportation system development charges, development improvements, or other provisions. The county would fund the remaining two thirds with the bond.

Mayor Ogden moved a motion to support the proposed transportation finance mechanism for projects in new growth areas. **Vote: Unanimous**

MPAC Agenda
Mayor Peter Truax reported the June 10, 2015 meeting topics will include:
- Hillsboro: Growing Great Things (Information / Discussion)
- Regional Communication and Relationships Follow-up (Discussion)

JPACT Agenda
Mayor Denny Doyle reported the June 11, 2015 meeting topics will include:
- 2018 Regional Transportation Plan Updated (Information / Discussion)
- Regional Transit Strategy: Overview and coordination with TriMet Service Enhancement Plans and SMART Master Plan (Information / Discussion)
- Project of the month: Sellwood Bridge

Other Business and Agency Updates
There being no other business Chair Rogers adjourned the meeting at 1:34 p.m.

Andrew Singelakas, Secretary
Washington County Coordinating Committee
PG 06/08/2015
Memorandum

Date: June 29, 2015

To: Washington County Coordinating Committee

From: Andrew Singelakis, Director

RE: City of Beaverton TDT Expenditure Request

The City of Beaverton has requested WCCC approval for expenditure of $2.1 million of its Transportation Development Tax (TDT) revenue to realign the offset intersection of Cedar Hills Boulevard, Dawson Way and Westgate Drive in the City of Beaverton. The project would result in a standard four-way intersection and potential traffic signal. County staff have confirmed that the project is an eligible TDT expenditure included in the TDT Project List. At its June 25 meeting the WCCC TAC recommended WCCC approval of the request.

Attachments: Beaverton TDT Expenditure Request Memo, Project Data and Project Map
MEMORANDUM
Community Development

To: Washington County Coordinating Committee
From: Luke Pelz, Senior Transportation Planner
Date: Tuesday, June 2, 2015
Subject: Transportation Development Tax Expenditure Request

The City of Beaverton requests WCCC approval to spend a total of $2.1M in TDT funds for the Dawson/Westgate/Cedar Hills Intersection Realignment project.

The Dawson/Westgate/Cedar Hills Intersection Realignment is an eligible project, which is currently included on Washington County’s TDT Project List (ID# 2038), and the City of Beaverton’s Transportation System Plan Financially Constrained Project List (ID# 24) and the FY2015-2016 Capital Improvement Program (ID# 3321). Estimated total project cost is approximately $2.1M.

Additional project information may be found on the enclosed description sheet and diagrams.

Thank you for your thoughtful consideration of our expenditure request.

Enclosure: CIP Project Description Sheet, Intersection Design Plan
Project Number: 3321
Project Name: Westgate Dr/Cedar Hills Blvd/Dawson Wy Intersection Realignment
Project Description: Realign the intersection of Dawson Wy and Westgate Dr with Cedar Hills Blvd. Work includes intersection signalization, continuation of a 5-lane arterial cross section on Cedar Hills Blvd., and a 2-lane collector cross section on Westgate Dr and Dawson Wy. At the new intersection, street improvements on Westgate Dr and Dawson Wy include two twelve-foot through lanes, a left turn lane in each direction, and an eastbound right turn lane. Beyond the intersection, Dawson Wy and Westgate Dr will both be built within a 60 foot right of way and include two twelve foot travel lanes with chârrows, eight foot parking lanes, and six or ten-foot sidewalks.

Map:

PROJECT NO. 3321

Project Justification: The existing non-signalized intersection is offset by 125 feet which poses a safety concern particularly after Dawson Wy was connected to Hocken Ave to the west. In addition, the Crescent Path project (CIP 3407) will terminate at this intersection and the pedestrian crossing of Cedar Hills Blvd will benefit significantly from a signalized intersection. In addition, the left turn lanes and westbound right turn lane will improve capacity. The realignment of and signalization of this intersection is listed as Project #25 in the TSP 2035 update. This project responds to Community Vision Action Plan (CVAP) #51 road system capacity planning, #53 intersection safety, and #18 establishing sidewalks and bikeways.

Project Status: FY11-12: Completed survey of Cedar Hills Blvd/Westgate Dr/Dawson Wy intersection. FY12-13: Determine alignment options and cost estimates for acquisition of right of way and construction. FY13-14: City staff begins preliminary design and budget estimates. FY14-15: City staff continues preliminary design and budget estimates. FY15-16: Award consultant engineering services contract and begin design.

Estimated Date of Completion: 06/30/2018
Estimated Project Cost: $2,100,000
First Year Budgeted: FY12/13
New Project: ☐

Funding Data:

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Fund No.</th>
<th>Fund Name</th>
<th>Amount</th>
<th>FY</th>
</tr>
</thead>
<tbody>
<tr>
<td>3321</td>
<td>114</td>
<td>TIF Fund</td>
<td>$147,000</td>
<td>FY2015/16</td>
</tr>
</tbody>
</table>

Total for FY: $147,000
INTERSECTION REALIGNMENT

3321- DAWSON WAY, WESTGATE & C.H.B. -
INTERSECTION REALIGNMENT

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

Drawn By: AL Date: 3-18-15
Reviewed By: Date:
Approved By: Date:
Transportation shapes our communities and our everyday lives. Access to transit, biking and walking connections, and streets and highways where traffic flows allows us to reach our jobs, schools and families. It connects us to the goods and services we depend on and helps keep nature and recreation opportunities within reach. Investment in a transportation system to provide safe, healthy, accessible and reliable options for getting around is important for the region’s long-term prosperity and our quality of life.

From Summer 2015 to Fall 2018, the Metro Council will work with local, regional and state partners to update the Regional Transportation Plan (RTP) to meet current and future transportation needs over the next 25 years. This document provides an overview of the: (1) RTP, (2) reasons for updating, (3) proposed timeline and key activities, (4) sixteen proposed focus areas to be addressed in the update, (5) partnerships needed to support the update, (5) coordination with relevant projects and programs, (6) federal and state requirements that must be addressed in the update and (7) the regional decision-making process. The Metro Council and staff are seeking input from regional advisory committees and other partners to further shape a final work plan and engagement strategy to be considered for approval by the Metro Council and the Joint Policy Advisory Committee in Fall 2015.

WHAT IS THE REGIONAL TRANSPORTATION PLAN?

The Regional Transportation Plan (RTP) serves as a blueprint to guide investments in the region’s transportation system for all forms of travel – motor vehicle, transit, bicycle, and pedestrian – and the movement of goods and freight. The plan identifies current and future regional transportation needs, investments recommended to meet those needs, and local, regional, state and federal transportation funds the region expects to have available over the next 25 years to make those investments a reality. The plan contains:

- **a long-term vision** for the region’s transportation system;
- **goals, objectives and performance targets** that identify what we want to achieve by 2040;
- **a financial plan** that identifies how we will pay for investments;
- **a shared investment strategy** that includes major local, regional, state and federally-funded transportation investment priorities that help accomplish the plan’s goals; and
- **an action plan** that identifies short, medium and long-term partnerships and actions needed to accomplish the plan’s goals.
WHY DOES THE PLAN NEED UPDATING?

Over the past 20 years, Metro and the communities of the Portland metropolitan region have taken a collaborative approach to planning for and investing in a transportation system that has made our region one of the most livable in the country. The RTP has been a key tool for shaping growth in the region and connecting us to our jobs, families, school and other important destinations in the region.

Because of the region’s dedication to working together to make local and regional plans a reality, we have set a wise course for managing growth and making strategic investments in the region’s transportation system. However, we still have work to do. A growing and increasingly diverse population, concerns about inequities, public health, safety, affordability, aging infrastructure, and congestion, and limited investment dollars call for leadership, new partnerships, and thoughtful deliberation to identify innovative solutions to ensure our region remains a great place to live, work and play.

As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP on a regular basis to respond to the needs of our changing region and federal policy direction as shown in Figure 2 and Figure 3.

Figure 2. History of Regional Transportation Plan updates (1992 to 2018)

- **1992**
  - 1992 RTP adopted
  - Creating Livable Streets Handbooks created (1996)

- **2000**
  - 2000 RTP adopted
  - Creating Livable Streets Handbooks updated

- **2004**
  - 2004 RTP adopted

- **2010**
  - Six desired regional outcomes adopted
  - Regional High Capacity Transit Plan adopted
  - Regional Transportation Safety Plan created
  - Regional Travel Options Strategic Plan adopted
  - Regional Mobility Corridor Atlas created
  - Regional Freight Plan adopted
  - Regional Mobility Corridor Atlas updated
  - Regional TSMO Plan adopted

- **2012**
  - 2012 RTP adopted
  - Regional Mobility Corridor Atlas created
  - Regional TSMO Plan adopted

- **2014**
  - 2014 RTP adopted
  - Regional Active Transportation Plan adopted
  - Climate Smart Strategy adopted

- **2018**
  - 2018 RTP adopted
  - Regional Transit Strategy adopted
  - Regional Transportation Safety Plan adopted
  - Regional Freight Plan adopted
  - Regional TSMO Plan adopted
  - Regional Travel Options Strategic Plan updated
  - Designing Livable Streets Handbooks updated
Figure 3. How federal and regional transportation policies have evolved since the early 1990s

Transportation Policy

1991
ISTEA
Set multimodal approach and role for MPOs in planning processes.

1995
Regional Policy
Adopted 2040 Growth Concept

1998
MTIP Policy
Projects to support land use goals

2000
TEA-21
The largest public works bill in history. Set funding minimums to states and increased transportation funding.

2005
Regional Policy
Adopted 2010 RTP, the first outcomes based plan.

2012
SAFETEA-LU
Set multimodal transportation goals and ushered in capital grant programs (New Starts, TIGER). Last era of transportation earmarks.

2015
MTIP Policy
Made modes without dedicated revenues and street design eligible for funds.

Regional Policy
Adopted 2000 RTP, the first to link land use and transportation to implement the growth concept

MTIP Policy
Focus on complete streets, freight, and economic recovery

MAP-21
Set national vision with performance goals, ended transportation earmarks and restructured funding programs to provide more accountability.

Regional Policy
Adopted 2014 RTP, Active Transportation Plan, Climate Smart Strategy

MTIP Policy
Under development in 2015

- Equity
- Mobility and access
- Clean air and water
- Local economic prosperity
- Regional economic development
- Transportation choices
- Livable communities
The last major update to the plan was completed in 2010, and resulted in adoption of an outcomes-based approach to guide transportation planning and investment decisions in the region. A minor update to the plan occurred in 2014. The existing plan, the 2014 RTP, must be updated by the end of 2018 to meet federal and state requirements. The update provides an opportunity to define how we will continue working together to address our shared challenges over the next 25 years in ways that will lead to healthy, resilient and equitable communities and a strong economy.

WHAT IS THE PROPOSED TIMELINE?

The RTP update is proposed to be completed in four phases, beginning in Summer 2015 and concluding in the Fall 2018. During the update, the Metro Council will work with local, regional and state partners, community leaders and others to update the region's shared vision and investment strategy to meet current and future transportation needs over the next 25 years. Through this update, the Metro Council and regional advisory committees will consider public input and continue to work together to face the difficult decisions of how to make the most of limited funds to achieve community visions and regional desired outcomes, and build confidence that our public dollars are spent wisely.

Figure 4. Proposed timeline for the 2018 Regional Transportation Plan Update

PHASE 1 | 2015
FRAMING OUR CHOICES: WHERE ARE WE NOW AND WHERE ARE WE HEADED?

DESIRED OUTCOME: Engage partners to understand key trends and choices facing the region

The first phase of the process will involve engaging local, regional, state and community partners to identify the regional challenges and focus areas to be addressed in the update and how the region should work together to address them. Regional challenges are defined as areas in which the region is falling short of regional goals. The purpose of this early work is to build an understanding of what is important to decision-makers and other partners, how the updated plan can better meet community
needs and priorities, address regional challenges, and provide direction and focus to the overall planning effort. During this phase, background work will also be conducted to collect needed data, document where the region is today and how the transportation system is performing, and gather early input on current and future transportation needs and priorities. This background work will be coordinated with development of a Regional Snapshot and continue into early 2016.

**Phase 1 Key Activities**

<table>
<thead>
<tr>
<th>Planning</th>
<th>Document key trends</th>
<th>shaping the region’s future, highlighting where we have been, where we are now and the opportunities and challenges looking forward</th>
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<tbody>
<tr>
<td></td>
<td>Identify regional challenges and policy choices</td>
<td>to be considered through the process</td>
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<tr>
<td></td>
<td>Establish goals and desired outcomes for the process, work plan and engagement strategy</td>
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<td></td>
<td>Develop work plan and community engagement strategy</td>
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<td></td>
<td>Develop data, tool and methods</td>
<td>to support the identification of regional transportation needs (gaps and deficiencies) and the evaluation of investment priorities</td>
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<td>• Begin assessing baseline and future conditions of the region’s transportation system, assuming there are no changes to existing plans, policies and programs</td>
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<tr>
<td>Partnerships &amp; Engagement</td>
<td>Engage partners and the public to identify key trends and choices to be addressed in the update <em>(Summer and Fall 2015)</em></td>
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<tr>
<td>Milestone</td>
<td>Metro Council and JPACT approve work plan and community engagement strategy <em>(Fall 2015)</em></td>
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**PHASE 2 | 2016**

**LOOKING FORWARD: WHERE DO WE WANT TO GO?**

**DESIRED OUTCOME:** *Build shared understanding what we value and what is most important to achieve with our investments and actions*

The second phase of the process will include updating the region’s transportation vision, policy and evaluation frameworks and financial assumptions for the next 25 years. The updated policy framework and related performance measures will be used for two purposes: (1) to identify where the region is meeting its transportation goals or falling short, and (2) to identify how the region will assess the impact of projects and programs that are identified for inclusion in the plan’s shared investment strategy in Phase 3. An updated regional transportation needs and opportunities assessment will be created to inform project list updates. A draft Regional Transit Strategy vision will be developed and updates to existing topic and modal plans will also identified, including the Regional Freight Plan, Regional Travel Options Strategic Plan and the Regional Transportation Safety Plan. Opportunities for input on the draft regional transit vision and topic and modal plans will be provided. A call for project list and system map updates will be released at the conclusion of this phase along with Metro Council and JPACT policy direction on how the list should be updated.

**Phase 2 Key Activities *(draft)***

<table>
<thead>
<tr>
<th>Planning</th>
<th>Update the shared vision</th>
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<tbody>
<tr>
<td></td>
<td>• Update shared vision – where do we want to be in 2040?</td>
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<td></td>
<td>• Update goals and objectives – how do we get there?</td>
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<td></td>
<td>• Update performance measures and targets – how do we measure progress?</td>
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<td></td>
<td>• Define principles to guide development and evaluation of region’s shared investment</td>
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<td></td>
<td>○ Update performance targets data and methods</td>
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<td></td>
<td>○ Update system evaluation framework, data and methods</td>
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<td></td>
<td>○ Update performance monitoring framework, data and methods</td>
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Phase 2 Key Activities *(draft)*

<table>
<thead>
<tr>
<th>Update the evaluation framework</th>
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<tbody>
<tr>
<td>Refine indicators to report on shared investment strategy performance across environmental, economic and equity outcomes</td>
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<tr>
<td>Define process and policy direction to guide update to list of transportation investments and system evaluation</td>
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<table>
<thead>
<tr>
<th>Update financial framework</th>
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<tr>
<td>Update local, regional, state and federal revenue forecast</td>
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<tr>
<td>Define funding targets for shared investment strategy</td>
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<table>
<thead>
<tr>
<th>Identify transportation needs and opportunities</th>
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<tbody>
<tr>
<td>Update topic and modal plans, Designing Livable Streets tools and best practices and parking management approaches, develop Regional Transit Plan and identify opportunities to further implement the Regional Active Transportation Plan and the Climate Smart Strategy</td>
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<tr>
<td>Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification, connected vehicles, driverless vehicles and other advanced technologies</td>
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<tr>
<td>Identify potential transportation risks and vulnerabilities to inform how to make the region more resilient to natural and security hazards, climate change and extreme weather events</td>
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<thead>
<tr>
<th>Partnerships &amp; Engagement</th>
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<tbody>
<tr>
<td>Engage partners and the public to identify regional transportation needs, opportunities and possible solutions <em>(Jan. – July 2016)</em></td>
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<tr>
<td>Engage partners and the public to identify outcomes most important to residents, businesses, policymakers and others in the region to refine vision, goals, objectives and performance targets <em>(Jan. – July 2016)</em></td>
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<tr>
<td>Engage regional advisory committees to shape principles to guide development and evaluation of shared strategy and indicators to report performance <em>(July – Oct. 2016)</em></td>
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<th>Milestone</th>
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<tr>
<td>Metro Council and JPACT approve direction on development of shared investment strategy, including regional priorities and performance and funding targets <em>(MPAC, JPACT and Council in Oct. and Nov. 2016)</em></td>
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PHASE 3 | 2017

**BUILDING A SHARED STRATEGY: WHAT WILL IT TAKE TO GET THERE?**

**DESIRED OUTCOME:** *Build shared strategy of investments, strategies and actions*

The third phase of the process will include updating the region's investment priorities and actions recommended for the next 25 years. Staff will develop and evaluate options that prioritize investments and strategies following the strategic direction provided by JPACT and the Metro Council. Opportunities for input on the updated project lists, evaluation results and shared investment strategy will be provided.

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1 Regional Transportation Safety Plan, Regional Travel Options Strategic Plan, Regional Transit System Plan, Regional Freight Plan, and Transportation System Management and Operations Plan.
Phase 3 Key Activities *(draft)*

<table>
<thead>
<tr>
<th>Planning</th>
<th>Develop draft shared investment strategy</th>
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<tbody>
<tr>
<td></td>
<td>• Solicit and coordinate updates to list of the region’s transportation investment priorities and regional system maps</td>
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<td></td>
<td>o Incorporate local transportation system plan and corridor refinement plan updates</td>
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<td></td>
<td>o Address identified regional transportation needs and opportunities</td>
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<td></td>
<td>• Develop and evaluate options that prioritize transportation investments, strategies and actions to achieve the vision</td>
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<td></td>
<td>• Report on performance of system investments in meeting the vision</td>
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<td></td>
<td>• Compile draft regional shared investment strategy</td>
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<tr>
<td></td>
<td>Evaluate draft shared investment strategy</td>
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<tr>
<td></td>
<td>o Conduct and report on system-level evaluation of investment priorities relative to plan’s goals, objectives and performance targets</td>
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<tr>
<td></td>
<td>o Identify tradeoffs and choices</td>
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<tr>
<td></td>
<td>Refine draft shared investment strategy based on engagement and performance evaluation</td>
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<td></td>
<td>Develop action plan to support implementation</td>
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<td></td>
<td>o Identify near-term, medium-term and long-term strategies and actions to support implementation</td>
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<td></td>
<td>Prepare draft topic and modal plans</td>
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<tr>
<td>Partnerships &amp; Engagement</td>
<td>Engage partners and the public to review draft list of transportation investment priorities and system performance to shape draft shared investment strategy and finance plan <em>(Spring 2017)</em></td>
</tr>
<tr>
<td>Partnerships &amp; Engagement</td>
<td>Engage partners and the public to shape draft near-term, medium-term and long-term action plan to support implementation <em>(Summer–Fall 2017)</em></td>
</tr>
<tr>
<td>Partnerships &amp; Engagement</td>
<td>Engage regional advisory committees to finalize recommendations to the Metro Council on direction for draft 2018 Regional Transportation Plan <em>(Aug.–Dec. 2017)</em></td>
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<tr>
<td>Milestone</td>
<td>Metro Council and JPACT provide direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis <em>(MPAC, JPACT and Council in Nov. and Dec. 2017)</em></td>
</tr>
</tbody>
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**PHASE 4 | 2018**

**ADOPTING A PLAN OF ACTION: HOW DO WE MOVE FORWARD TOGETHER?**

*DESIRABLE OUTCOME: Adopt shared strategy of investments, strategies and actions*

The final phase of the update will provide additional opportunities for review and input on the overall draft plan and federally-required air quality conformity determination prior to consideration by the Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

Phase 4 Key Activities *(draft)*

<table>
<thead>
<tr>
<th>Planning</th>
<th>Compile draft plan and technical documentation</th>
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<tr>
<td></td>
<td>Conduct air quality conformity analysis</td>
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<tr>
<td>Partnerships &amp; Engagement</td>
<td>Release public review draft 2018 RTP for 45-day public comment period <em>(June 2018)</em></td>
</tr>
<tr>
<td>Partnerships &amp; Engagement</td>
<td>Release Air Quality Conformity Determination for 30-day public comment period <em>(June 2018)</em></td>
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<tr>
<td>Partnerships &amp; Engagement</td>
<td>Consult with Federal and state agencies <em>(June 2018)</em></td>
</tr>
<tr>
<td>Partnerships &amp; Engagement</td>
<td>Engage regional advisory committees to finalize recommendations to the Metro Council on adoption of 2018 Regional Transportation Plan <em>(Aug.–Nov. 2018)</em></td>
</tr>
<tr>
<td>Milestone</td>
<td>MPAC recommends and Metro Council and JPACT adopt 2018 RTP <em>(Nov. 2018)</em></td>
</tr>
<tr>
<td>Milestone</td>
<td>Metro Council and JPACT adopt 2018 RTP Air Quality Conformity Determination <em>(Nov. 2018)</em></td>
</tr>
</tbody>
</table>
Twenty years ago, the region established the 2040 Growth Concept vision to preserve and protect our unique quality of life and to help shape the growth expected over the next 50 years. In 2015, we are nearly halfway there – and there is still much to accomplish between now and 2040.

Our region is facing the challenges and opportunities that come with growth. At the same time, several trends are shaping our transportation needs and the tools available to address them. How well we work together to respond to our shared challenges and the trends affecting us will determine how sustainable, prosperous and livable our region will be in 2040.

Sixteen focus areas have been identified to be addressed in the 2018 RTP update. The potential focus areas were identified in the 2014 RTP update, during development of the 2014 Climate Smart Strategy and through federal MAP-21 rulemaking.

The focus areas are organized within five key tracks that will inform updating the plan:

- Track 1: Update Shared Vision
- Track 2: Update Evaluation Framework
- Track 3: Update Financial Framework
- Track 4: Update Designing Livable Streets tools and best practices
- Track 5: Update the Shared Regional Investment Strategy and Action Plan

Different partnerships and levels of effort will be required to address each track. While some focus areas are required to be addressed to respond to state and federal requirements, they also present opportunities for the region to further advance the region’s performance-based planning efforts and progress toward our desired outcomes.

The final work plan will need to balance scope, schedule and available resources.

### Key trends that will shape our future

1. The Portland metropolitan region continues to grow and become more diverse.
2. There is a growing consumer market for diverse housing and lifestyle options - one size does not fit all.
3. Across the board, people continue to drive less but as the region grows more people and goods are using the transportation system.
4. Communities and businesses continue to demand safe, affordable, comfortable and reliable travel options for everyone.
5. Despite significant investments to make our transportation system safe, traffic-related crashes continue, contributing to congestion and other significant economic and social costs.
6. Community design and how we choose to get around increasingly impacts the air we breathe and the social, economic, and environmental effects of a changing climate.
7. Freight travel patterns continue to change at a global and local scale as globalization of imports and exports grows and strains ports and other freight systems and online shopping continues to increase demand for home delivery.
8. We’re in the middle of a technology boom that continues to shape how we move and share information.
9. Investments in our transportation system have not kept pace with our growing region.
10. Our infrastructure is aging and not as resilient as it could be.
11. We face a funding gap as our needs outpace our resources.
12. Our economic prosperity is increasingly dependent on healthy people, a healthy planet, a safe, resilient and reliable transportation system, equity and a strong economy.
Track 1: Update Shared Vision
The focus of this track will be working with partners to update the region’s vision for the transportation system and goals, objectives and performance targets that identify specific outcomes communities want to achieve with investments in the transportation system to realize the plan’s vision and six desired regional outcomes.

Vision
Updating the region’s vision for the transportation system and goals, objectives and performance targets to achieve.

Track 2: Update Evaluation Framework
The focus of this track will be working with partners to advance the region’s performance based planning efforts to address MAP-21 and the 2014 Climate Smart Strategy, and further align the region’s investment priorities with the plan’s goals, performance targets, and expected resources. This work will help demonstrate how investments in the transportation system will help achieve the six desired regional outcomes. This track will include further development of data, methods and analytic tools needed to improve our ability to measure the impacts of investment options across economic, equity and environmental goals to make the most of limited dollars by achieving multiple outcomes.

Mobility & reliability
Updating the region’s mobility policy and comprehensive approach for monitoring and managing congestion and bottlenecks to inform investment priorities that enhance mobility for people and goods.

Transportation equity
Expanding the region’s consideration of equity in identifying the transportation needs of communities of concern to inform investment priorities and ensure equitable distribution of benefits and burdens.

Economic prosperity
Expanding the region’s consideration of transportation’s role in supporting economic development, job creation, and access to work and other essential destinations to inform investment priorities.

Public health
Expanding the region’s consideration of health outcomes in the planning process to inform planning, design and investment priorities.

Air quality & the environment
Expanding the region’s consideration of the effects of the transportation system on greenhouse gas, air toxics and criteria pollutant emissions and the natural environment to inform investment priorities.
Track 3: Update Financial Framework
The focus of this track will be working with transportation providers to document and update the region’s forecast for the amount of funding expected to be available to address current and future transportation needs, including keeping the existing transportation system in a state of good repair.

Track 4: Update Designing Livable Streets Tools and Best Practices
The focus of this track will be working with partners to update the Regional Transportation Safety Plan and transportation design policies, tools and guidance related to improving the safety of the transportation system for all users and reducing traffic-related deaths and serious injury crashes.

Track 5: Update the Shared Regional Investment Strategy and Action Plan
The focus of this track will be working with partners to update a regional assessment of current and future transportation needs and opportunities for potential solutions, update regional plans for transit, freight and management of the transportation system and related investment priorities, and update the region’s shared regional investment strategy and action plan. The action plan will identify near-term, medium-term and long-term actions and partnerships to support implementation.
Resiliency and preparedness
Identifying potential transportation risks and vulnerabilities to inform investment priorities and actions to make the region more resilient to natural hazards, seismic activity, climate change and extreme weather events.

Parking management
Updating the region’s parking policies and tools to reflect the range of approaches available for different types of development to make efficient use of vehicle parking and support land use and transportation goals.

HOW WILL THE UPDATE BE COORDINATED WITH OTHER EFFORTS?

Activities that support project and program planning and implementation will be conducted by Metro and other partners concurrent with the update process. Some of these activities will provide input for updating policies, investment priorities and actions. Staff will seek opportunities to coordinate and collaborate with these other programmatic efforts and initiatives at Metro and at other organizations and public agencies.

Relevant Metro projects and programs include, but are not limited to:

• Regional Transit Strategy development
• Oregon Innovation Award partnership with the Center for Public Service at Portland State University and 1000 Friends of Oregon to develop a model for effectively engaging historical underrepresented communities
• Refinements to the transportation equity analysis data and methods for the 2018 RTP update and 2019-21 Metropolitan Transportation Improvement program and Regional Flexible Fund Allocation
• Updates to the Atlas of Regional Mobility Corridors, the Regional Freight Plan, the Regional Transportation Safety Plan, the Regional Transportation System Management and Operations Plan and the Regional Travel Options Strategic Plan
• Update to Designing Livable Streets case studies, tools and best practices
• Diversity, Equity, and Inclusion (DEI) Initiative and development of Metro Equity Strategy and Action Plan
• Metro Equitable Housing Initiative
• Metropolitan Economic Atlas and Investment Areas Action Plan development
• Southwest Corridor Project
• Powell-Division Transit and Development Project

Relevant partner projects and program include, but are not limited to:

• City and county transportation system plan updates, area plans and studies
• TriMet’s development of Service Enhancement Plans
• South Metro Area Regional Transit (SMART) Transit Master Plan update
• Washington County Transportation Futures Study
• Updates to the ODOT Region 1 Active Transportation Needs Inventory, Interchange Atlas, Facility Bottleneck and Solutions Feasibility Assessment, and performance measures for State highways
WHAT LOCAL, REGIONAL AND STATE PARTNERSHIPS ARE NEEDED?

Taking stock of where our region has come from, what our needs are and the need to be strategically focused reminds us that partnerships and collaboration will be essential to the 2018 RTP update. Engaging local, regional and state partners, community leaders and interested public in the update is critical to help ensure that as our shared region grows and we make investments in the transportation system, we preserve and protect what residents value most. A collaborative approach reinforces the importance of shared responsibility for the region’s transportation system and building healthy, equitable communities and a strong economy.

A more detailed outreach and engagement strategy will be developed during the first phase of the project, including coordination with the Southwest Washington Regional Transportation Council (RTC) and other Clark County governments on bi-state issues. It will be coordinated with and help leverage other engagement efforts across the agency and seek to be more inclusive of historically underrepresented community voices.
WHAT FEDERAL REQUIREMENTS MUST BE ADDRESSED?

Updates to the RTP are governed by a number of federal requirements that must be met in order for the plan to be approved by the U.S. Department of Transportation and for federal transportation dollars to continue flowing to the region.

Air quality conformity
Future vehicle-related emissions of common air pollutants must remain below regional emissions budgets approved by the Environmental Protection Agency.

Transportation equity
Transportation planning and funding decisions must not have disproportionate impacts on communities of concern, including communities of color, people living with disabilities, people with low incomes, older adults, youth, and people with limited English proficiency.

Congestion management documentation
Metro must undertake efforts to identify the location, extent and severity of congestion in the region for the purpose of identify alternative ways to use existing and future transportation facilities efficiently and effectively.

Financial constraint
Funding from existing or anticipated revenue sources must be reasonably expected to be available to be included in the financial framework assumption to build, operate and maintain the transportation investments recommended in the plan.

Performance management and target setting
Consistent with MAP-21, Metro must establish performance measures and targets to inform decision-making on transportation priorities and monitor the region’s progress in support seven national goals for transportation investments: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduce project delivery delays.

Other requirements
- Consideration of Federal Planning Factors
- Public participation
- Interagency consultation
- Environmental mitigation discussion
- Safety
- System management and operations
- Freight planning considerations

WHAT STATE REQUIREMENTS MUST BE ADDRESSED?

Updates to the RTP are governed by a number of state requirements that must be met in order for the plan to be approved by the Land Conservation and Development Commission. The RTP is a Regional Transportation System Plan (TSP) under state law. TSPs for cities and counties located within an MPO area must be consistent with both the statewide Transportation Planning Rule and the RTP, which is adopted to meet Federal requirements.

Statewide Planning Goals
- Consistency with Statewide Planning Goals
- Citizen involvement
- Consistency with adopted state transportation plans
- Interagency consultation

Transportation Planning Rule
Transportation planning must be conducted in coordination with land use plans to identify a system of multi-modal transportation facilities and services adequate to serve planned land uses and adopt standards to demonstrate progress towards increasing transportation choices and reducing auto reliance.

Metropolitan Greenhouse Gas Reduction Targets Rule
Through Metro, the region must adopt performance measures and targets that will be used to monitor progress in implementing the region’s adopted Climate Smart Strategy and assess whether additional or corrective actions are needed.
WHAT IS THE DECISION-MAKING PROCESS?

The RTP update will rely on Metro’s role as the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region and an existing decision-making structure. As the MPO, Metro is charged with developing a long-range transportation plan in cooperation with representatives of local jurisdictions and agencies involved in regional transportation services and facilities.

The Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will make recommendations at key decision points based on input from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC). Integral to this decision-making process is providing timely opportunities for partners and the public to provide meaningful input to the Metro Council and the policy and technical advisory committees prior to key decision milestones throughout the RTP update.

The arrows in Figure 5 show how the technical advisory committees make recommendations to the policy advisory committees, and the policy advisory committees make recommendations directly to the Metro Council. The two-way arrow between JPACT and the Metro Council indicates that for final adoption of the RTP the Metro Council must approve the plan as recommended by JPACT. JPACT is a 17-member committee composed of elected officials from local jurisdictions and directors of state and regional transportation agencies.

Figure 5. Regional Transportation Decision-Making Framework

Federal requirements also call for compliance with Title VI of the Civil Rights Act and additional consultation with state and federal resource agencies, and tribal groups not represented on Metro’s existing committee structure. Opportunities for consultation with these groups will be identified in coordination with Federal Highway Administration (FHWA) staff. Metro will also coordinate with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues.

Topic specific working groups, workshops and expert peer review panels may also be formed to advise Metro staff on key work plan tasks, such as:

- Transportation equity
- Transportation finance
- Performance measures and target setting
- Transit
- Transportation safety and design
- Local implementation

HOW CAN I STAY CONNECTED?

A project website is under development and will be available at www.oregonmetro.gov/rtp.

To be added to the 2018 RTP update “interested parties” list, send e-mail to rtp@oregonmetro.gov.
To: Washington County Coordinating Committee

From: Andrew Singelakis, Director of Land Use and Transportation

Date: June 29, 2015

Subject: Regional Flexible Fund Allocation Process

Metro’s proposed Solicitation and Selection process to administer the Regional Flexible Fund Allocation (RFFA) program would eliminate the sub-regional target that has been in place for the last few cycles. At the July 6, 2015 WCCC meeting, the WCCC will be asked if they support submitting a letter to Metro to request the sub-regional target be retained.

Background

In May, Metro staff briefed the WCCC on the process to update the policies that guide the Metropolitan Transportation Improvement Program (MTIP) and the Regional Flexible Fund Allocation (RFFA). Metro is scheduled to release policy options that guide the allocation of funds for public comment in July and August. JPACT and Metro Council will have the opportunity to take action on proposed changes in the MTIP and RFFA programs by the end of 2015.

Prior to the release of the policy options for public comment, Metro released its proposed changes to the Solicitation and Selection process. The changes, which would eliminate sub-regional targets, were intended to allow for larger projects, better project quality, opportunities for other agencies to be project lead, and for Metro Council to have an opportunity to rank projects. Proposed changes include:

- Uniform technical evaluation of all projects at the regional level
- No sub-regional targets
- TriMet, SMART and ODOT eligible to apply directly
- Joint sub-regional and regional prioritization

The proposed approach would establish one technical committee for the evaluation and give the WCCC the opportunity to rank projects after the technical evaluation.

Federal rules prohibit Metro from using a sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region. For the past few cycles, Metro used sub-regional funding ‘targets’, calculated generally along population, as part of the allocation process. The targets increased the role of sub-regions in the prioritization process and reduced the level of debate at the JPACT table. It should be noted that Metro is working toward identifying a network of regional significance, however that work has not been completed. The County would be less concerned about sub-regional targets if such a policy document was in place.
Proposed Action

Direct staff to prepare a letter to Metro on behalf of the WCCC to:

- Request that Metro retain sub-regional targets in the proposed Solicitation and Selection process that generally align population with project funding and/or benefits.
- Support other proposed changes to the Solicitation and Selection process that would improve consistency in the evaluation and public comment approach across the region.

Next Steps

If the WCCC supports this action, comments from WCCC can be raised at the July 9, 2015 JPACT meeting as part of JPACT’s review of MTIP options proposed for public comment. The WCCC will have the opportunity to discuss and comment on other project funding priority options in the fall.