MEETING: Washington County Coordinating Committee (WCCC)
DATE: Monday, February 9, 2015
TIME: 12:00 – 1:30 p.m.
LOCATION: Beaverton Library Cathy Stanton Conference Room
12375 SW 5th St., Beaverton

A G E N D A

1. Visitors Comments (5 min)

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

✓ 3. ODOT Region 1 Area Commission of Transportation Discussion (10 min)
   Purpose: Provide an update on the proposal to establish a Region 1 Area Commission on Transportation and the role of the WCCC in the nomination process for ACT members.
   Presenter: Kelly Brooks, ODOT

* 4. State Legislative Agenda Updates Discussion (25 min)
   Purpose: Washington County will share its legislative platform. Mayors who have adopted legislative platforms are encouraged to share.
   Presenter: Jonathan Schlueter, Washington County

✓ 5. Safe Routes to School Presentation & Discussion (20 min)
   Purpose: Inform members of the various Safe Routes to School programs throughout Washington County.
   Presenter: Joy Chang, Washington County
   Mark Bernard, City of Tigard
   Lynne Mutrie, Oregon SRTS

✓ 6. Washington County Transportation Study (WCTS) Action (10 min)
   Purpose: Appoint a representative to the Study Advisory Committee.
   Presenter: Andrew Singelakis, Washington County

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

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

9. 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
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For agenda and schedule information, contact Dyami Valentine at 503.846.3821
email: dyami_valentine@co.washington.or.us
WASHINGTON COUNTY COORDINATING COMMITTEE
POLICY GROUP SUMMARY
January 5, 2015

Voting Members:
Brian Biehl, Banks
Dennis Doyle, Beaverton
Jef Dalin, Cornelius
Gery Schirado, Durham
Peter Truax, Forest Grove
Rob Dixon, Hillsboro
Ken Gibson, King City
John Cook, Tigard
Monique Beikman, Tualatin
Roy Rogers, Washington County
Tim Knapp, Wilsonville

Non Voting Members
Susie Lahsene, Port of Portland
Kathryn Harrington, Metro – District 4

Attendees:
Andrew Singelakis, Washington County
Chris Defebach, Washington County
Steve Szigethy, Washington County
Susan Aguilar, Washington County
Steve Kelley, Washington County
Joy Chang, Washington County
Karen Savage, Washington County
Dyami Valentine, Washington County
Jonathan Schluerter, Washington County
Todd Juhasz, City of Beaverton
Julia Hajduk, City of Sherwood
Mark Benard, City of Tigard
Chris Rall, T4 America
Pam Treece, WEA
Jenny Cadigan, WTA
Mark Ottenad, City Wilsonville
Marc San Soucie, Beaverton City Council

Rob Foster, City of Forest Grove
James Reitz, City of Forest Grove
Zoe Monahan, City of Tualatin
Mary Manseau, Washington County PC
Jeff Petrillo, Washington County PC
Tom Mills, TriMet
Robert Bailey, Save Helvetia
Raihana Ansany, Portland Business Alliance

Chairman Roy Rogers called the Washington County Coordinating Committee (WCCC) meeting to order at 12:03 p.m.

Visitor Comments
None

Consideration of Minutes
Mayor Tim Knapp moved to approve the minutes from December 8, 2014 WCCC meeting. Mayor Peter Truax seconded. Vote: Unanimous
2014 Cost of Congestion Study

Susie Lahsene, Port of Portland, and Raihana Ansany, Portland Business Alliance, shared information on the 2014 Cost of Congestion Study. The presentation highlighted that Oregon’s competitiveness is largely dependent on efficient transportation. The study found that:

- Congestion is becoming an increasing problem statewide, and that investments in infrastructure can strongly mitigate these conditions.
- New investments are needed to maintain Oregon’s connections with global and domestic markets, and to remain competitive with other states that are planning large investments in their transportation infrastructure.
- Over 346,400 jobs are transportation related, or transportation-dependent, meaning that system deficiencies threaten the state’s economic vitality.
- Businesses are reporting that traffic congestion and travel delay is costing money, forcing changes in business operations and location decisions.
- Investments proposed as part of the 2014 RTP would generate 8,300 jobs by 2040, $1.1 billion in benefits, and a $2.4 return for every $1 of investment.

Discussion

- What can we do differently to get the public to understand and support additional funding for transportation?
- Lots of competition for funding - some funding sources may not be enough for all projects.
- Identifying financial needs and how much per year should be invested.

Transportation Development Tax (TDT) / Project List Amendments

Steve Szigethy, Washington County, provided an overview and sought a recommendation from the WCCC to the Board of County Commissioners on the amended TDT Project List. The proposed amendments include additions and deletions as well as some changes to project extents and cost. The TDT Project List identifies transportation improvements that are eligible for TDT funding and development credits. The Project List is adopted by Resolution and Order. The Board is scheduled to take action on the TDT Project List January 20, 2015.

Mayor John Cook moved to recommend to the Board of County Commissioners the TDT Project List amendments for adoption by resolution and order. Mayor Jef Dalin seconded. Vote: Unanimous

MSTIP Opportunity fund Request

Steve Szigethy presented information regarding the County’s request for MSTIP funds to use as matching for a grant through Metro’s Nature in Neighborhoods. Mr. Szigethy provided background on MSTIP funds and the Augusta Lane Pedestrian/Bicycle Bridge project. In 2012, the Board of County Commissioners approved a $5 million Opportunity Fund for the purpose of leveraging federal, state and other funding opportunities as they arise. Requests regarding projects, must seek endorsement by a formal vote from the WCCC.

The Augusta Lane Pedestrian/Bicycle Bridge will connect a neighborhood of about 2,000 people to Beaver Acres Elementary in the Beaverton School District, Tualatin Hills Nature Park, and two MAX light rail stations. The project is a community-supported recommendation of the 2014 Aloha-Reedville Study and Livable Community Plan.

Mayor Denny Doyle moved to approve the County’s request for MSTIP Opportunity Funds as a match for Metro’s Nature in Neighborhood grant. Mayor Peter Truax seconded. Vote: Unanimous
Washington County Transportation Study (WCTS)
Andrew Singelakis and Chris Deffebach, Washington County, presented information on the WCTS. Ms. Deffebach explained that the Oregon Legislator awarded Washington County $1.5 million to evaluate the long term transportation strategies and investments needed to sustain the County's economic health and quality of life in the coming decades. She shared the major elements of the study, noting that it will take approximately 18 months, possible outcomes, and roles.

Mr. Singelakis said a 12 member study advisory committee (SAC), appointed by the Board of County Commissioners, will bring a depth of knowledge, interests and perspectives to the Study. Mr. Singelakis noted that the WCCC will select a voting member of the WCCC to serve on the SAC as one of the 12 members. The SAC will review and advise staff on the community values that will guide the study, land use scenarios that reflect plausible futures, packages of transportation investments and the evaluation of the packages, conclusions and implications. He encouraged WCCC members to nominate SAC candidates. Mr. Singelakis noted that WCCC will select its representative to the SAC at the February meeting.

MPAC Agenda
Mayor Peter Truax reported that the January 7th, 2015 meeting is canceled but there will be a January 28th meeting. Meeting topics will include:
- 2015 Legislative session and shared regional agenda (Information/discussion)

Upcoming topics:
- Developing MPAC Work program
- Scheduling community tours – great way to show case local projects
- Revised Administrative Rules
- Urban Growth Management Decision and Timeline

JPACT Agenda
Mayor Denny Doyle reported the January 8, 2015 meeting topics will include:
- Draft letter of Support for State Travel Options Plan (Action)
- Recommendation to Metro Council Request regarding: Resolution No. 15-4597 purpose of endorsing Regional Policy and funding priorities for 2015 State Transportation Legislation
- Cost of Congestion Presentation (Information / Discussion)
- Introduce Federal Transportation Policy Options (Information / Discussion)

The JPACT trip to Washington DC is scheduled for the end of April.

Other Business and Agency Updates
Chris Deffebach provided a brief update on the Region 1 ACT formation, and noted that OTC is accepting comments until January 13, 2015.

Chris Deffebach announced Don Odermott, City of Hillsboro, as the new TPAC representative and Todd Juhasz, City of Beaverton, as alternate.

Mayor Peter Truax mentioned the General Accounting Office (GAO) recently released a report titled Transportation for Older Adults. The summary mentions the Ride Connections program in Forest Grove. Mayor Truax also stated it is nice that Congress and the GAO have recognized the program.

There being no other business, Chair Rogers adjourned the meeting at 1:18 p.m.

Andrew Singelakis, Secretary
Washington County Coordinating Committee
PG 01/05/2015
Memorandum

Date: February 2, 2015

To: WCCC

From: Christina Deffebach, Policy Analyst

RE: Region 1 ACT – Nomination Process for ACT Members

At the February 9th meeting, Kelly Brooks, ODOT staff, will give the WCCC an update on the proposal to establish a Region 1 Area Commission on Transportation and the role of the WCCC in the nomination process for ACT members.

ODOT talked with the OTC about the ACT proposal, developed by the Transportation Coordination Task Force in both December and January. In December, ODOT walked through the proposal itself and provided an opportunity for Task Force members to speak directly with the Commission. In January, ODOT presented a summary of the public comments received and discussed any responses from the agency in reply. The proposal and a summary of those comments and staff responses are attached. The only change the OTC made in response to comments was to alter the ACT boundaries to include portions of Washington and Clackamas counties that fall outside the boundaries of adjacent ACTs. The attached report reflects that change.

Kelly will describe the next steps in the process to establish the Region 1 ACT including information on the nomination process. The Commission is expected to enact a provisional charter at its meeting on February 19th.
Proposal for the formation of a Region 1 Area Commission on Transportation (ACT)

Prepared by:
Oregon Department of Transportation
Oregon Solutions Transportation Coordination Task Force
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Introduction

Clackamas County, Hood River County, Multnomah County and the majority of Washington County currently fall outside existing Area Commission on Transportation (ACT) boundaries. The following proposal for the establishment of an ACT would create a single ACT for the entirety of Region 1 called R1ACT. The proposal was guided by and vetted through the Oregon Consensus Transportation Coordination Task Force.

Background

**Recent Timeline of ACT Discussions in Region 1**

<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
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<tbody>
<tr>
<td>2009</td>
<td>Citizens from rural Clackamas County Hamlets and Villages approached Clackamas County about forming an ACT. Hamlets and Villages are unincorporated areas that are organized forums for citizens to express issues of concern and to prioritize and coordinate community-based activities. For nearly two years, representatives from the Hamlets and Villages met with various county departments and representatives from ODOT Region 1. The result was a proposed set of by-laws for a new “Rural Equity Area Commission on Transportation (REACT).” ODOT leadership reviewed the proposal and urged the group to focus on the greater “travel-shed” and reach out to partners in Hood River and rural Multnomah County.</td>
</tr>
<tr>
<td>2010</td>
<td>ODOT and Clackamas County convened a series of conversations with stakeholders to discuss forming an ACT for the “Mt. Hood Region” which encompasses the areas of Multnomah and Clackamas counties outside the Metro boundary, and Hood River County. The group ultimately decided that not all parties were ready for ACT formation at that time. Representative Bill Kennemer introduced HB 2945 to form an ACT for rural Clackamas County. This proposed legislation generated extensive discussion but did not pass either chamber prior to adjournment. In June of 2013, ODOT engaged Oregon Consensus to lead a region-wide process to discuss what type of ACT structure could best serve our stakeholders and the agency.</td>
</tr>
<tr>
<td>2013</td>
<td>ODOT Region 1 formed a STIP Project Selection Committee, composed of elected and stakeholder representatives from across the Region, to select and prioritize recommended projects for STIP Enhance funding. The project recommendations were adopted unanimously and the process was largely viewed as a success.</td>
</tr>
<tr>
<td>2014</td>
<td>Oregon Consensus Transportation Coordination Task Force Established</td>
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Oregon Consensus Process

At the request of ODOT, Clackamas County and Metro, Oregon Consensus conducted an assessment in September through December of 2013 involving interviews with numerous regional stakeholders. The assessment concluded that broad support existed for moving forward with a consensus-based effort to
form one or more ACTs or ACT-like structures in the region. Director Garrett then appointed a broad representative task force and engaged Oregon Consensus to lead them through a consensus-seeking effort to make recommendations on structure to the OTC. The Task Force was initially convened by the Governor’s Transportation Policy Advisor, Karmen Fore, and charged with assessing current transportation coordination structures within the Region, establishing a set of agreed upon desired outcomes and providing recommendations to the Oregon Transportation Commission (OTC) on the creation of one or more ACTs or “ACT-like” structures. After five Task Force meetings the members agreed to the following key points of agreement on November 17, 2014:

- A single ACT can best coordinate the state transportation funding priorities for the Region and improve stakeholder input opportunities;
- ACT membership should include a broad spectrum of transportation stakeholder interests within the Region and should be apportioned in accordance with the attached table;
- The bylaws should reflect that the goal is to have decision-making occur through a consensus-seeking process.; A majority of the task force, but not all members, agreed that when voting is necessary, a minimum of 18 votes (out of 31 total ACT members and regardless of the number of members present) shall be required to forward any recommendation to the OTC and, in that event, both a majority and minority report may be forwarded; and
- Continued collaboration should occur to develop a Charter and Bylaws to establish the details of this proposal.

The formation proposal contained in this document reflects the consensus direction of the Oregon Consensus Task Force.

**Proposed steps for ACT formation**

1. The Task Force reviews this draft proposal and circulates for public comment  
   December 2014
2. ODOT and Oregon Solutions Staff provide an update to the OTC. Task Force members invited to provide input directly to OTC.  
   December 18, 2014
3. OTC reviews this draft proposal and the public comments  
   January 15, 2015
4. Public sector representatives of the task force approve final proposal  
   January 2015
5. ODOT requests the OTC to provide provisional charter  
   February 19, 2015
6. If the ACT receives a provisional charter, public body appointments and stakeholder nominations occur  
   February 2015
7. Public sector members of ACT appoint stakeholder members and review draft bylaws  
   March 2015
8. Full ACT inaugural meeting to approve bylaws, elect officers and conduct orientation  
   April 2015
Proposed Organization

Geographic Boundaries

What is the rationale for the geographic boundaries of the proposed ACT?

The Region1 Area Commission on Transportation (R1ACT) boundaries will encompass all of ODOT Region 1, in addition to small portions of both Clackamas and Washington counties in Region 2 that fall outside the boundaries of existing ACTs. The task force determined that a single ACT provides one forum to set priorities that will facilitate dialogue between jurisdictions and stakeholders both inside and outside the Metropolitan Planning Organization (MPO) boundary. Task Force members also hope that dialogue through a single ACT will lead to greater understanding about various economic development issues, projects and needs across the Region.
Membership

What are the proposed voting and ex-officio membership categories and how do they ensure coordination with existing Regional public agencies?

The proposed membership structure of the ACT is weighted towards counties that have a higher average percentage of population and ODOT highway lane miles.

R1ACT members may revisit their ACT structure with an amendment of their governing documents. Members shall be responsible to report to their individual constituencies the content of discussions and decisions. They will also be responsible for presenting the interests of their constituencies to R1ACT for the overall benefit of the Region.

Voting Membership

<table>
<thead>
<tr>
<th>Public agencies</th>
<th>Stakeholders appointed by counties or coordinating committees***</th>
<th>Stakeholders appointed at large</th>
</tr>
</thead>
<tbody>
<tr>
<td>Counties (4)*</td>
<td>Clackamas (4)</td>
<td>Active Transportation (1)</td>
</tr>
<tr>
<td>Cities (4+)**</td>
<td>Hood River (2)</td>
<td>Freight (1)</td>
</tr>
<tr>
<td>ODOT (1)</td>
<td>Multnomah (6)</td>
<td></td>
</tr>
<tr>
<td>Metro (1)</td>
<td>Washington (4)</td>
<td></td>
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<tr>
<td>TriMet (1)</td>
<td></td>
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<tr>
<td>Rural Transit (1)</td>
<td></td>
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<tr>
<td>Port of Portland (1)</td>
<td></td>
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<tr>
<td><strong>Total Voting Membership</strong></td>
<td>31 Members</td>
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*One Commissioner per county
**A minimum of one city elected official per county
***One stakeholder per county should represent business or labor

Non-voting Membership

The following officials and organizations shall be invited to be non-voting, ex officio members of R1ACT:

- Department of Environmental Quality (DEQ)
- Regional Solutions Team Coordinator
- Oregon Transportation Commissioners
- State legislators representing parts of Region 1
- Members of Congress representing parts of Region 1
- Outreach to tribal governments will occur in 2015 to determine their level of interest and engagement.

Additional non-voting or ex-officio members may be added per the direction of the full ACT after formation. The full ACT will also develop protocols regarding participation by non-voting members to ensure consistent representation and to manage the overall size of the committee.
**Coordination with existing regional public agencies**

Regional agency coordination will be promoted by ensuring that appointees are consistent with, or have regular communications with, the entity’s Joint Policy Advisory Committee on Transportation (JPACT) and County Coordinating Committee members where in existence. The meeting schedule and work plan for the ACT will also be shared with regional transportation advisory bodies to facilitate coordination.

**Appointments, Nominations and Balance of representation**

The initial nomination and appointment process will occur as follows:

**Step 1:** ODOT, the four county commissions, City of Portland, Tri-Met, Metro, and Port of Portland representatives will be selected by their respective governing bodies prior to the first official meeting of the ACT following approval of the provisional charter by the OTC. **These agencies will be the official appointing body for additional members, except for the active transportation and freight positions,** for the initial appointment process only. Future appointments will be approved by the full ACT.

**Step 2:** Rural transit agencies will caucus to nominate a rural transit representative.

**Step 3:** At least one city per county must serve on the ACT. City representatives may selected by a caucus of mayors or other process determined by the cities in each county. The cities may also choose to route all of their nominations (city, stakeholder and business) through step four.

**Step 4:** Each county will solicit nominations for its respective business/labor and stakeholder members according to the following:

- The Clackamas County Coordinating Committee and County Commission will solicit nominations. **The Clackamas County Coordinating Committee has already voted on how it would like to allocate the stakeholder positions within the county (see Appendix A)**
- Hood River will develop a coordinating committee or other mechanism to solicit and nominate candidates
- The East Multnomah County Transportation Committee (EMCTC) and City of Portland will solicit and nominate candidates.
- The Washington County Coordinating Committee will solicit and nominate candidates

Cities may be appointed as stakeholders through the county / coordinating committee processes with a minimum of one city per County (in addition to the City of Portland). Nominating entities should also consider appointments from agriculture, timber, tourism, and citizen representatives.

**Step 5:** ODOT staff will work with the nominating entities (counties, city caucuses, etc.) to ensure that the ACT retains a diversity of stakeholder input and meets the following guidelines:

- A minimum of 50% representation by elected officials and Port of Portland and transit districts
- A representative from the fields of environmental justice and health.
Step 6: The members appointed in Step 1 will appoint the rural transit representative, city representatives and stakeholder representatives.

Step 7: The Active Transportation and Freight representatives will be nominated via an application process administered by ODOT. The nominations will be approved the ACT members appointed through Step 6.

(This initial nomination process is a modification to the process discussed at the Nov. 17th Task Force meeting. Using the term “public official” provided a lack of clarity about which ACT members would appoint during the initial nomination and appointment process.)

Ongoing membership nominations will follow the initial protocols. Appointments shall be voted on by all ACT members.

Terms of Service

To prevent the entire ACT membership from changing at the same time and to provide a way to preserve institutional knowledge and ensure continuity, R1ACT members shall serve four-year, overlapping terms.

If an ACT member changes employment or organizational status (if it directly relates to his or her role on the ACT) mid-term, the full ACT should vote to either continue the member’s term or appoint a replacement.

Officers

A Chair and Vice-Chair shall be elected by the voting members. The Chair shall preside at all meetings attended, sign documents and correspondence, orient new members, approve agendas, represent the R1ACT in other venues and serve as R1ACT’s official spokesperson. The Vice-Chair shall serve as the Chair’s primary alternate and shall preside at R1ACT meetings in the Chair’s absence.

Officers shall serve one-year terms starting at the first meeting of the calendar year. Officers may be elected to more than one term of office.

Executive Committee

The task force discussed forming an executive committee but did not finalize a structure. It’s an issue that the ACT will take up when drafting the bylaws.

Coordination

Is the membership broadly representative of local elected officials and inclusive of other key stakeholders and interests? If key representation is not included, explain the justification?

Key membership categories will be met via the following requirements:

- Elected officials
o One county commissioner from each county will be a voting member
o At least one city per county will be a voting member
o The elected Metro Councilor appointed as chair of JPACT will be a voting member
o Among the 16 county stakeholder appointments (beyond the one County and one City representative from each County), at least two must be elected officials

• Freight and Mobility
  o A freight representative will be a voting member
  o The Port of Portland will be a voting member

• Active Transportation and Transit
  o An active transportation representative will be a voting member
  o The region’s largest transit district (TriMet) will be a voting member
  o A rural transit representative will be a voting member

• Private Sector, Health and Environmental Justice
  o One representative per county must be a business or labor stakeholder.
  o One representative must be able to represent health interests
  o One representative must be able to represent Title VI Protected Classes

How would/does the ACT coordinate with adjacent ACTs and/or MPOs and involve state legislators?

JPACT provides the forum of general purpose local governments and transportation agencies required for designation of Metro as the metropolitan planning organization for the Oregon portion of the Portland metropolitan area. The chair of JPACT, Metro’s advisory body on transportation, will be a voting member of the R1ACT. The ODOT Region 1 Manager serves as a voting member on JPACT. The cross membership between the two bodies, not only between the two agencies but across city and county members, builds on a long history of coordination between Metro, ODOT and local governments that has facilitated the development of the MTIP and the STIP for decades. Furthermore, the projects recommended by the R1ACT are subject to inclusion in the Metropolitan Transportation Improvement Program (MTIP) which is subject to inclusion in the State Transportation Improvement Program (STIP). Establishment of the R1ACT will not change the existing mechanisms for coordination with the MPO in place today.

Because of the fundamental importance placed on recommendations by the ACTs, coordination shall be the primary obligation of R1ACT. To ensure that recommendations have been reviewed for local, regional, and statewide issues and perspectives, R1ACT will communicate with others that may have knowledge or interest in the area. Working with a broad representation of stakeholder groups also helps provide a balance between local/regional priorities and statewide priorities. R1ACT coordination will include, but is not limited to, the following groups:

• Oregon Transportation Commission
• Other ACTs within and across ODOT regions including, North West Area Commission on Transportation, Mid-Willamette Area Commission on Transportation and Lower John Day Area Commission on Transportation
• ODOT Modal Advisory Committees
• Tribal Governments
• METRO
• Southwest Washington Regional Transportation Council (the MPO for the Clark County, Washington part of the metropolitan area)
• Local Governments, Transit and Port Districts
• County Coordinating Committees

Proposed Operation

Decision-Making
R1ACT will use a collaborative approach to problem solving where all members seek consensus first, and by a minimum 18-member vote if a consensus cannot be reached. Consensus means that all members agree to accept the decision even though some members may not fully agree with the decision. Members are encouraged to voice and have all views recorded.

Eighteen votes are required to advance a decision in the instance that consensus cannot be reached. The R1ACT minority would then be empowered to produce and record a report outlining the minority’s opinions on the decision that would be presented along with the majority recommendation.

Work program

What is the proposed work program of the ACT?

R1ACT’s Chair and Co-chair, and potentially an executive committee if created, shall develop an annual work plan that is reviewed and adopted by R1ACT members. The Work Plan will be able to be amended at any time. The R1 ACT’s initial annual work program shall include the following:

Advisory and Coordination Activities

• Advise the OTC on state and regional polices affecting the Region 1 transportation system
• Review and provide recommendations on the following short and long-term funding opportunities
  o 2018-2021 STIP, including priorities for STIP Enhance project funding
  o Special funding opportunities and programs
  o Priorities for state transportation infrastructure and capital investments
• Discuss and advise the OTC on new funding mechanisms
• Provide a report to the OTC at least once every two years
Commission Governance

R1ACT will provide the following tasks in accordance with its bylaws once adopted:

- Elect Officers
- Define expectations of members for R1ACT
- Provide orientation for new members
- Provide training and mentors for new members as needed
- Review working documents and bylaws as needed

Public Involvement

R1ACT will provide the following tasks in accordance with its Public Involvement Plan once adopted:

- Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies
- As part of the regular review and report to the OTC, review the Public Involvement Plan and its effectiveness

Public Involvement

How will/does the ACT meet the minimum public involvement standards as shown in Attachment A of this document?

For R1ACT to fulfill its advisory role in prioritizing transportation problems and solutions and recommending projects, the ACT will involve the public and stakeholders in its decision-making process and follow a Public Involvement Plan. As R1ACT considers local, regional and statewide transportation issues, it will provide public information and involve the public in its deliberations. To comply with federal Environmental Justice requirements, the public involvement process will include a strategy for engaging minority and low-income populations in transportation decision-making.

ODOT staff will ensure that public involvement requirements are met and will include provisions in the ACT’s bylaws to do so.

Work Program and Agenda Development

Who would/does help guide the work program and agendas of the ACT? Indicate the general operational structure.

R1ACT Chair and Co-chair shall meet as needed to develop R1ACT agendas and develop and monitor R1ACT’s Work Plan. As an advisory body chartered under the authority of the OTC, R1ACT will be established to provide a forum for stakeholders to collaborate on transportation issues affecting ODOT Region 1 and to strengthen state and local partnerships in transportation. R1ACT’s work plan shall be consistent with the role of an advisory body to the OTC.

Technical Assistance

How would/does the ACT secure technical assistance on transportation issues?
R1ACT can form standing or ad hoc committees such as a technical committee as needed. Consideration will be given to existing advisory committees across the Region to avoid duplication and redundancy.

**Support staff**
R1ACT will be staffed by ODOT. ODOT will provide planning staff assistance to R1ACT and financial support sufficient for administration of R1ACT to meet OTC expectations.

**Alternates**
Jurisdictions appointing a voting member will be responsible for selecting and assuring the qualifications of their alternate. The vote of the Alternate will be assumed to represent the vote of the ACT member for whom they are standing in. Alternates representing an elected official must also be an elected official.
Definitions

**Area Commission on Transportation**
An advisory body chartered by the Oregon Transportation Commission to address all aspects of transportation (surface, marine, air, and transportation safety) with a primary focus on the state transportation system.

**Environmental Justice**
The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

**Ex Officio**
An ex officio member is a non-voting member of a body (a board, committee, council, etc.) who is part of it by virtue of holding another office.

**Health**
Health refers to any field or enterprise concerned with the maintenance or restoration of the health of the human body or mind.

**MPO (metropolitan planning organization)**
The organization established by agreement of the Governor and local governments to carry out the federally mandated continuous, comprehensive and coordinated transportation planning process for metropolitan areas of 50,000 population or more.

**Non-voting**
A member or person who is not eligible to vote on matters before the ACT and who acts as a liaison between the ACT and the interested persons whom that member represents, and transmits requests for information from the ACT and relevant information and views to the ACT.

**Rural Transit**
Rural transit means transit providers receiving section 5311 Non-Urbanized Area Formula Program funding. This program provides funding to states to support public transportation in rural areas with populations of less than 50,000.

**Region**
When capitalized, describes the Oregon Department of Transportation geographic regions.
### Appendix A: C4 Membership Proposal

<table>
<thead>
<tr>
<th>County</th>
<th>Membership Details</th>
<th>ACT Voting</th>
<th>Elected, Port and Transit 50% minimum*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multnomah County</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 members</td>
<td>County Commissioner</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Portland elected</td>
<td>1</td>
<td>1</td>
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<tr>
<td></td>
<td>Other City Rep elected</td>
<td>1</td>
<td>1</td>
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<tr>
<td></td>
<td>4 Stakeholders nominated jointly by Portland and EMCTC</td>
<td>4</td>
<td></td>
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<tr>
<td></td>
<td>Business/Labor Stakeholder nominated jointly by Portland and EMCTC</td>
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<td></td>
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<tr>
<td>Washington County</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 members</td>
<td>County Commissioner</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>City Rep elected</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>3 Stakeholders nominated by WCCC</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Business/Labor Stakeholder nominated by WCCC</td>
<td>1</td>
<td></td>
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<tr>
<td>Clackamas County</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 members</td>
<td>County Commissioner</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Metro City Reps (elected) nominated by Clackamas County Coordinating Committee</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Rural City Rep (elected) nominated by Clackamas County Coordinating Committee</td>
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<td>1</td>
</tr>
<tr>
<td></td>
<td>1 Rural Stakeholder nominated by Community Leaders Committee of C-4</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Business/Labor Stakeholder nominated by County approved process</td>
<td>1</td>
<td></td>
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<tr>
<td>Hood River County</td>
<td></td>
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<tr>
<td>4 members</td>
<td>County Commissioner</td>
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<td>1</td>
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<tr>
<td></td>
<td>City Rep elected</td>
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<tr>
<td></td>
<td>1 Stakeholder</td>
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<tr>
<td></td>
<td>Business/Labor Stakeholder</td>
<td>1</td>
<td></td>
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<tr>
<td>OTHER Stakeholders</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 members</td>
<td>Metro JPACT Chair</td>
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<td>ODOT Region 1 Manager</td>
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<td>TriMet General Manager</td>
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<tr>
<td></td>
<td>Port of Portland Executive Director</td>
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<tr>
<td></td>
<td>Rural Transit Provider</td>
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</tr>
<tr>
<td></td>
<td>Freight</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Active Transportation</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

**Stakeholder appointments must include representatives from the following:**
- Health
- Environmental Justice

**Stakeholder appointments should be considered from the following:**
- Agriculture
- Timber
- Tourism
- Citizen reps, such as from Hamlets and Villages
- Additional City elected representatives

*At least 1 stakeholder appointment must be an added Port, Transit or City Rep to reach the 50% minimum

| Total Reps | 31 | 15 |
Region 1 ACT Comments and ODOT Staff Responses

Public Comment Period
ODOT Region 1 Staff released the final Region 1 Formation proposal for public comment on December 16th, 2014. The proposal was shared broadly via the members of the Oregon Consensus Task Force, Clackamas County Coordinating Committee, Washington County Coordinating Committee, East Multnomah County Transportation Coordinating Committee, the Joint Policy Committee on Transportation and Metro’s Transportation Policy Advisory Committee. Hood River County and the City of Hood River were tasked with sharing the proposal with their partners as well. Comments on the proposal were due back to the OTC by the end of the day on Tuesday, January 13, 2015.

With the exception of one email from staff at the City of West Linn, all comments expressed support for the formation of an ACT in Region 1.

Number of Comments
We received a total of eight comments.

Specific Requests and Staff Recommendations

Clackamas County

Supermajority: The Clackamas County Commission’s comments states ongoing concern that the proposal’s threshold for a supermajority (18 votes) is too low. The letter also expresses willingness to utilize the proposed decision-making structure so long as it can be revisited after the ACT’s work on the 19-21 STIP update.

Staff Response:
The county’s response reflects the commission’s dialogue with Commissioner Savas at the December meeting and represents a logical approach to revisiting the issue of the supermajority if needed in the future.

Nominations: The comments from Clackamas County ask that all nominations to the ACT be made by the County rather than the Clackamas County Coordinating Committee (C4).

Staff Response:
Agreement between the two entities will need to be reached prior to initiating the nomination process.

Clackamas County Cities (Happy Valley, City of Lake Oswego, Oregon City and Wilsonville)

Nominations: The proposal solicits nominations for the Business / Labor stakeholder position from the Clackamas County Commission. The cities are asking to have that nomination be made by C4 rather than the county.
Staff Response:
Agreement between the two entities will need to be reached prior to initiating the nomination process.

Metro

Nominations: The proposal establishes that those members who can appoint their own representatives (ODOT, County Commissions, City of Portland, Tri-Met, Metro, and Port of Portland) will serve as the initial appointing body for members up to the two at-large members for freight and active transportation. In short, the first nine members appoint the next 20. The active transportation and freight appointments would occur after the 29 other members have been seated. Therefore the entire group of 29, rather than the initial group of nine, would vote on those last two appointments. Metro asserts that it would be more consistent to have the initial group of nine to make all of the initial appointments including the freight and active transportation representatives.

Staff Response:
ODOT staff placed the at-large appointments at the end of the appointment process so that the greatest number of members could participate in their approval. There is no change proposed at this time but should it become a major issue during deliberations on the bylaws the process can be amended.

Retention of MPO Authority: Metro’s letter discusses the federal authority of the MPO and the importance of coordinating with the ACT in a way to ensure they can continue to perform their federal roles and responsibilities under the law.

Staff Response:
Staff appreciates and respects the role of the MPO and will continue to make coordination a priority issue as we move into the next step of this process.

ACT and JPACT Bylaw Consistency: Metro wants to ensure that as we draft the ACT bylaws we identify any potential areas of impact to JPACT and bring those issues to JPACT if its bylaws need to be revised.

Staff response:
Staff appreciates Metro’s willingness to partner on the bylaws. At this time, it’s unclear what potential amendments, if any, to JPACTs bylaws would be required.

Washington County & Clackamas County Staff

Boundaries: Washington County and Clackamas County staff have identified two areas within each respective county that fall outside Region 1 but are also “ACT-less” at this time. They have jointly asked that we include these areas within the Region 1 ACT boundary.

Staff Response:
We recommend adjusting the ACT boundaries to accommodate these areas.
Washington County Cities

Membership: In a letter from Mayor Willey of Hillsboro, which was endorsed by the mayors of Tualatin and Tigard, he proposes that four of the county’s stakeholder representatives be elected officials. He also states concern about requiring a health and/or environmental justice representative from each county.

Staff Response:
According to the formation proposal, the Washington County Coordinating Committee will have an opportunity to discuss and propose how many elected officials will be part of the county’s stakeholder nominations. Regarding the issue of environmental justice and health representatives, those requirements apply to the ACT as a whole not to each county. Should we fail identify such membership via the nomination process, ODOT staff will have to re-solicit nominations.
**Washington County SRTS Program**

The state, county, city and citizens are aware of the many benefits of active transportation. As a result we are taking steps to encourage people of all ages, to walk, bicycle and take transit frequently to promote its good health benefits, reduce traffic congestion, and increase community livability.

**Safe Routes to School** (SRTS) is about bringing leadership in transportation together with leadership in schools, along with community, to encourage students and families to walk and bicycle safely to school as part of a healthy, daily routine.

In 2014 Washington County received grant funding from Oregon’s Safe Routes to School Program to fund a SRTS Coordinator to increase program awareness and activities throughout the County. The County program will build Safe Routes to School partnerships among city and county agencies, schools, community organizations, and neighborhoods. The SRTS Coordinator provides important leadership working with our partners to collaborate and leverage expertise, resources and program elements that support the "5 E's of Safe Routes to School."

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**Who Benefits? Everyone benefits!**

Safe Routes to School produces multiple benefits for students and the community:

**Health**
- Students who get more physical activity, reduce their risk of obesity and diabetes, and improve their overall health.
- Healthier children miss fewer days of school.
- Fewer car trips mean lower greenhouse gas emissions, reducing air pollution around schools.

**Learning**
- Students who exercise before school increase their readiness to learn without taking time away from existing school-day activities or placing additional burdens on teachers.
- Students who walk and bike to school develop healthy life-long skills, safety habits, confidence, and independence.

**Safety**
- More people walking and bicycling increases the “people presence” in your neighborhood. More eyes and ears on the street create a safer neighborhood.
- Identifies priority improvement projects that allow everyone – including children, older adults, and people with disabilities – to walk and bicycle more safely.

**Community**
- Encourages children to walk or ride a bike to school resulting in reduced traffic congestion.
- Fosters social interaction and increases the feeling of community and social support by walking or biking with other children and neighbors.

**Economic**
- Creates a safe environment for kids to walk and bicycle to school, reducing the need for bus transportation; saving school districts money.
- Walkable and bikeable neighborhoods enhance the quality of life for residents while increasing property values.

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**Safe Routes to School has the potential to improve the living habits of an entire generation of schoolchildren. It provides our children with fresh air and exercise. It reduces fuel consumption and air pollution, and promotes safety.**

- Former Congressman Jim Oberstar, Chairman of Committee on Transportation and Infrastructure
Building SRTS Partnerships

Washington County’s program depends on its partners working together to improve safety and encourage walking and bicycling to school.

As an initial step you can help Washington County track the current levels of bicycling and walking activity among students and their parent’s attitudes towards the activity through these tools:

- **Parent Survey** (online or paper) helps to reveal why parents are driving their children to school instead of allowing them to walk or bicycle, and can provide insight into what changes might encourage a shift in their behavior.

- **Student Travel Tally** is a hand tally count of the modes students take to get to school – walking, bicycling, riding the bus, being driven alone, or carpooling. This baseline measurement helps gauge the change of impact on student travel choices.

School districts and schools play an essential role in supporting a SRTS program. The county, along with our partners, can coordinate support and community resources to begin a SRTS program. Resources include walk/bike maps, SRTS Action Plans, Bike/Walk to School Events, and safety training.

Five E’s—A Proven Approach

SRTS Program uses a proven, multi-strategy approach called the **Five E’s** to promote safe travel to and from school.

**Evaluation** should be used to determine existing conditions, such as parent/student attitudes and behaviors, infrastructure conditions, and to gauge the effectiveness of the program to ensure dedicated resources are achieving the greatest success.

**Education** activities target students, parents, and community members. These strategies include teaching students, pedestrian and bicycle safety skills, sharing the benefits of walking and biking to school, and encouraging motorists to drive safely near pedestrians and bicyclists.

**Encouragement** activities go hand-in-hand with educational activities to motivate children to walk and bike to school. Encouragement strategies generate excitement and interest in walking and cycling and make getting to school fun.

**Engineering** strategies improve the built environment to support safety for student pedestrians and bicyclists. This may include traffic signals, traffic calming, pedestrian crossings, sidewalks, off-street paths, and signage.

**Enforcement** activities help protects students by deterring unsafe behaviors of drivers, walkers, and bicyclists, and by encouraging all road users to obey traffic laws and share the road safely. Enforcement tools include crossing guard programs, traffic speed readers, targeted police patrols, and safety awareness campaigns.

For more information contact:

Joy Chang
SRTS Coordinator
joy_chang@co.washington.or.us
503-846-3873

Shelley Oylar
Bicycle and Pedestrian Coordinator
Shelley_oylar@co.washington.or.us
503-846-7819

Visit our webpage
www.co.washington.or.us/srts
What is Safe Routes to School (SRTS)?

Safe Routes to School (SRTS) supports a new old idea: the healthiest way for kids to get to school is to walk or bike there safely.

Walkable neighborhoods are strong neighborhoods. Driving to the neighborhood school is sometimes the only option. But driving to school creates congestion, carbon emissions and parking challenges, and keeps children from exercising their bodies and minds. SRTS is a framework for parents to join with teachers, school administrators and city officials to encourage active transportation to and from school.

» SCHOOL IMPROVEMENT & ACTION PLANS
The city will work with school and District staff to develop Action Plans that identify engineering improvements and key issues that can be overcome with SRTS programming.

» OUTREACH MATERIALS
SRTS brochure, website information, and safety tips for parents will highlight the benefits of walking and biking and invite families to participate in activities.

» PARENT EDUCATION
Trainings will get parents involved in Walk & Roll to School Day, Walking School Buses, incentives campaigns, and other activities.

» STUDENT EDUCATION
Students will learn the rules of the road through Neighborhood Navigators pedestrian safety education for 3rd grade students and bike rodeos for 5th grade students.

» FAMILY BIKE FESTIVAL
All Tigard residents will be invited to an annual family bike safety festival, which will offer classes, bike repair, helmet fitting, and fun opportunities for families to practice biking together.

GOALS
Reduce the number of driving trips to schools.
Educate families about the benefits of active transportation.
Improve traffic safety and circulation around schools.
Identify champions to build the program and sustain activities.
The pilot Tigard SRTS Program will model how a City and School District partnership can build school and parent volunteer capacity to encourage walking and bicycling.

Within one generation, the percentage of children walking or bicycling to school has dropped precipitously.\(^1\)

38% of CO\(_2\) emissions in Oregon stem from transportation, primarily from cars and trucks. \(^4\)

44% of students in Tigard live within a half-mile of their school. \(^5\)

85% of the City of Tigard is within a mile of a school.

SRTS education and encouragement programs can result in a 25 percent relative increase in walking and bicycling over five years. \(^6\)

The Tigard-Tualatin School District has 12,512 students. Of these, 22% of their students are English language learners and 37% are economically disadvantaged. \(^7\)

Families with incomes under $50,000 per year spend an average of 30% of their budget on transportation. \(^8\)

The fatality rate for bicyclists is 23% higher for Hispanic than white bicyclists and 30% higher for African American than white bicyclists. \(^8\)

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7. Oregon Department of Education
Overview of Beaverton School District’s Regional Transportation Option’s Grant Application

Safe Routes to School (SRTS) programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.

Beaverton School District has received Safe Routes to School funding from the state from 2008-2013. Participation in SRTS and Walking+Biking events tripled during those grant years. With a one year lapse of dedicated SRTS service, participation in SRTS activities and walking and biking to school fell by approximately 50%.

The District understands the benefits of SRTS programs: It's good for both personal and community health and safety now and in the future. With guidance from BSD’s Public Safety and Transportation Departments, the District applied for a Regional Transportation Options grant from Metro. This is a two year grant that, if awarded will start June 2015. The District should know in March if the application is moving forward.

The Project Goals/Expected Outcomes are:

- To establish a policy for analyzing transportation options and opportunities to maximize safety, efficiency and health district wide.
- To establish a list of priority infrastructure and operational improvements for each SRTS involved schools.
- Increase communication regarding transportation options, opportunities and needs within district, city and county departments.
- To increase the number of schools with SRTS Action Plans from 10 to 25.
- To update the district’s Preferred Travel Maps for the District’s schools and include 2 High Schools.
- To establish regular SRTS encouragement activities and celebrations in at least 10 schools.
- To reduce the number of parent vehicle miles driven by 10%.
- To reduce greenhouse gas emissions caused by school drop off related traffic congestion, by 10%.

By creating a culture where walking and biking to school becomes an accepted or preferred option, student health is expected to improve. Ancillary benefits include spending less on transportation, reduced wear and tear on infrastructure, less traffic, congestion and the associated and safety in and around the school community.

We look forward to a successful RTO grant award. We should know how this application is progressing by mid March.
Memorandum

Date: February 2, 2015

To: Washington County Coordinating Committee

From: Andrew Singelakis, Director

RE: Washington County Transportation Committee (WCTS) Study Advisory Committee (SAC)

During the February 9th meeting of the WCCC, there will be an action item for the committee to select a representative to the Study Advisory Committee (SAC) for the Washington County Transportation Study (WCTS). This representative will be a voting member of the WCCC. The WCCC members should be thinking about this in advance of the meeting and be prepared to make a nomination on February 9, 2105.

And as a reminder, the SAC will consist of community 12 members, including the WCCC representative, who bring a depth of knowledge, interests and perspectives to the Study. The SAC will review and advise staff on the community values that will guide the study, land use scenarios that reflect plausible futures, packages of transportation investments and the evaluation of the packages, conclusions and implications. The SAC will meet up to 10 times in 2015 and 2016.

The WCCC representative to the SAC is intended to serve as a liaison back to the WCCC, assisting staff in updates to the WCCC and in bringing questions or concerns about the study from the WCCC to the SAC.

We received a total of 80 SAC applications, from some highly qualified people, and will be vetting that list with the Board of County Commissioners. The Board will be asked to approve the slate of SAC members at a Commission meeting in early March.

We will provide an update to the WCCC at the meeting, and of course, will continue to update the WCCC at major milestones in the Study.

C: Board of County Commissioner
  County Administrative Office
Washington County Transportation Study

Overview

defining 20 - 50 year transportation investment choices

December 23, 2014

Introduction

Washington County has developed into a vibrant urban metropolitan area that also retains a thriving rural community and economy. A safe and functional transportation system is critical to our economy and quality of life. At the close of its 2013 session, the Oregon Legislature provided funding for the Washington County Transportation Study to evaluate the long-term transportation strategies and investments needed to sustain the county’s economic health and quality of life in the coming decades.

This study provides the opportunity to:

• think big and look far beyond the Transportation System Plan’s 20-year horizon;
• study the county’s evolving demographic and economic conditions and implications for travel needs;
• evaluate the tradeoffs from two transportation investment packages against a range of community values and two plausible future land use scenarios; and
• position Washington County for continued success in the future.

The study results will provide a better understanding of long-term transportation needs, tradeoffs between alternative transportation investments, and provide guidance for subsequent updates to regional, county, and local plans.
Engagement and Coordination

Washington County’s Department of Land Use & Transportation (LUT) will lead this study under the direction of the Board of County Commissioners (Board). The Board will be asked to appoint a Study Advisory Committee and accept the conclusions of the study.

The Washington County Coordinating Committee (WCCC), made up of elected officials from the county and all cities in Washington County plus representatives from the Oregon Department of Transportation, Port of Portland, TriMet and Metro, will review the study at milestones and recommend future steps to the Board. Staff from cities and agencies (Planning Directors and WCCC Transportation Advisory Committee) will provide input to the study and will review work products.

A Study Advisory Committee comprised of community members with a depth of knowledge and interests in diverse areas including business, major urban industry, agricultural and forestry, freight and goods movement, transit and active transportation, equity and health, development industry, economic development, energy, community livability, and natural environment will advise the County at key milestones and serve as a forum to explore how the study’s approach, transportation investment packages and analysis meet needs and reflect community values. Members of the Study Advisory Committee will be selected through an open nomination process.

A number of Ad-Hoc Groups will be convened to advise on specific technical, social, regional or environmental issues. For example, one such group will be focused on how the transportation investment alternatives may affect health and equity issues in the county.

A public engagement process will be established to ensure that diverse viewpoints are used to help verify community values; provide input into opportunities and challenges facing the county; inform and review transportation investment packages; and discuss the tradeoffs between investment packages. Community input will be solicited throughout the study with on-line opportunities, facilitated community discussions, opinion polls, and other techniques to reach out and engage stakeholders. Special efforts will be made to reach out to communities of color, low income, disabled and other underrepresented groups.

Study Committee Structure:
Study Process and Timeline

Building on the county’s Transportation System Plan (TSP) work, the longer-term Washington County Transportation Study will look further out into the future—allowing us to think longer-term about our future land use and transportation challenges and opportunities.

The study efforts will take place over approximately 16 months, starting in January, 2015 and ending in the spring of 2016. As described below and illustrated on the following page the study will advance through a five phase process:

Phase 1: Taking Stock
This phase will involve capturing lessons learned from the past 25 years of transportation policy and investment decisions, as well as review where we’re going over the next 25 years. In this task we will also consolidate, confirm and attempt to identify any potential gaps in understanding of the community values that will guide the study.

Phase 2: Land Use Scenarios
Two future land use scenarios that reflect varying rates, types, and distribution of growth within the county as well as assumption about influencing factors like advances in technology will be developed. The scenarios are not forecasts, but are platforms that will allow testing of the efficacy and resiliency of potential transportation investment strategies. The scenarios will build from adopted local land use plans.

Phase 3: Transportation Investment Packages
Two alternative transportation investment “packages” reflective of community goals will be developed in order to provide comparative approaches to addressing future needs. It is anticipated that many diverse transportation investment concepts will come from the public and advisory committees, and will likely include assumptions about technological advancements, improvements to vehicular, transit, bicycle, and pedestrian capacity, as well as system demand management tools.

Phase 4: Evaluation
The transportation investment packages will be evaluated against criteria that will be developed working closely with the advisory groups and with input from the community at large.

Phase 5: Public Review and Conclusions
The results of the evaluations will become the basis for a broad community discussion. The results of the technical analyses will be presented in a way that highlights the benefits and impacts associated with alternative transportation investment packages. The public discussion of those tradeoffs will lead to a greater understanding of areas of agreement and those issues where divergent viewpoints predominate.

For More Information

If you have questions or comments about the study or would like more information about applying for the study advisory committee, please visit www.co.washington.or.us/WCTS or contact the Department of Land Use & Transportation at 503-846-4530 and press zero.