



MEETING: Washington County Coordinating Committee (WCCC)
DATE: Monday, November 10, 2014
TIME: 12:00 – 1:30 p.m.
LOCATION: Beaverton Library Meeting Room A
12375 SW 5th St., Beaverton

A G E N D A

1. **Visitors Comments** (5 min)
- ✓ 2. **Consideration of WCCC Minutes for October 6, 2014** Action (5 min)
3. **Update from Oregon Transportation Forum** Discussion (20 min)
Purpose: Share preliminary approach to a state legislative transportation proposal as developed by this private, nonprofit membership organization
Presenter: Craig Campbell, Oregon Transportation Forum President
- ✓ 4. **MSTIP Opportunity Fund Request** Presentation / Action (15 min)
Purpose: Presentations by applicants seeking MSTIP Opportunity Fund as match for the 2015-2017 Regional Travel Options funding cycle
Presenters: City of Tigard and Westside Transportation Alliance
5. **Transportation Finance Strategies** Discussion (10 min)
Purpose: Review recent efforts to coordinate reasonably consistent practices for developing transportation finance strategies for new growth areas in Washington County.
Presenter: Steve Szigethy, Washington County
5. **MSTIP Updates and Next Steps** Discussion (10 min)
Purpose: Review of MSTIP parameters, successes, and next steps.
Presenter: Dyami Valentine, Washington County
- * 6. **MPAC Agenda** Information (5 min)
Presenter: Mayor Peter Truax, City of Forest Grove
- * 7. **JPACT Agenda** Information (5 min)
Presenter: Mayor Denny Doyle, City of Beaverton
8. **Other Business and Agency Updates** Information (15 min)
 - TPAC Representative Announcement
 - ACT ODOT Task Force
 - Vehicle Registration Fee
 - Other

✓ Material included in packet

* Material will be distributed at the meeting

^ Material available electronically and/or distributed in advance of the meeting

**Washington County Coordinating Committee
REMAINING 2014 MEETING SCHEDULE
12:00 – 1:30 PM**

Monday, December 8 – Beaverton Library / Cathy Stanton Conference Room

*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 October 6, 2014

Voting Members:

Brian Biehl, Banks

Dennis Doyle, Beaverton

Rob Drake, Cornelius

Gery Schirado, Durham

Peter Truax, Forest Grove

Jerry Willey, Hillsboro

Ken Gibson, King City

Martha DeBry, North Plains

John Cook, Tigard

Monique Biekman, Tualatin

Roy Rogers, Washington County

Tim Knapp, Wilsonville

Bill Middleton, Sherwood

Non Voting Members

Kathryn Harrington, Metro – District 4

Neil McFarlene, TriMet

Attendees:

Andrew Singelakis, Washington County

Chris Deffebach, Washington County

Erin Wardell, Washington County

Susan Aguilar, Washington County

Dyami Valentine, Washington County

Steve Szigethy, Washington County

Karen Savage, Washington County

John Williams, Metro

Ted Reid, Metro

Susie Lahsene, Port of Portland

Ken Asher, City of Tigard

Justin Wood, Home Builders Association

James Reitz, City of Forest Grove

Todd Juhasz, City of Beaverton

Marc San Soucie, Beaverton City Council

Mary Manseau, Washington County/CPO 7

Tom Mills, TriMet

Zoe Monahan, City of Tualatin

Rob Dixon, City of Hillsboro

Don Odermott, City of Hillsboro

Deanna Palm, Hillsboro Chamber

Jenny Cadigan, WTA

Shelly Romero, ODOT

Lisa Frank, Bicycle Transportation Alliance

Chairman Roy Rogers called the Washington County Coordinating Committee (WCCC) meeting to order at 12:05 p.m.

Visitor Comments

None

Consideration of Minutes

Mayor John Cook moved to approve the minutes from September 8, 2014 WCCC meeting. Martha DeBry seconded. **Vote: Unanimous.**

Growth Management Decision: Urban Growth Report (UGR) and Housing Preference Survey Results

John Williams and Ted Reid from Metro gave an update on the UGR and Erin Wardell of Washington County shared information from the Housing Preference Survey results.

Per Oregon law, every five years Metro Council evaluates the capacity of the region's urban growth boundary to accommodate a 20-year forecast of housing needs and employment growth. The results of that evaluation are provided in the UGR. This report plays a vital role in the implementation of the region's 50-year plan that calls for the efficient use of land, redevelopment before expansion, and the preservation of the region's resources for future generations. The Metro Council is scheduled to take action on the UGR in December of 2014.

Metro staff mentioned the UGR was based on information provided by local jurisdictions. Metro convened a peer review group consisting of economists and demographers from Portland State University, ECONorthwest, Johnson Economics, and NW Natural. The forecast assumptions and results in the UGR reflect the recommendations of this peer review panel. Some of the forecasts are expressed as ranges; which allows regional policy makers flexibility in choosing a path forward.

Discussion points included:

- The regional report is based on locally adopted plans
- Population growth is fairly straightforward considering three factors: birth, death and migration patterns
- Employment growth has a broader range of uncertainty as there are many more factors.
- Concern that undeveloped Damascus is skewing the amount of capacity available in the region
- Communities in Washington County are trying to achieve better jobs-to-housing balance to reduce commuting distance

Ms. Wardell presented results from the Housing Preference Survey conducted by Metro and partners in April 2014. In total, more than 6,500 people responded to the survey. The results of the survey revealed the complex choices people make when choosing a place to live. Ms. Wardell shared a few specific findings, such as that people are more sensitive to owning a home and the price of the home than to the commute time to work when choosing a neighborhood. Respondents ranked housing price as the most important factor when choosing a house, followed by neighborhood safety. Respondents also indicated that they would prefer to live in neighborhoods where they can walk to some destinations within fifteen minutes. Overall, people's preferences for housing and neighborhoods are similar to what they already have, but certain demographic groups (such as persons over 65) show some preferences for shifting. The survey results will be used to better inform the housing needs analysis conducted as a part of the growth management decision, and to refine the modeling assumptions used by Metro to determine land supply and demand.

Update on Area Commission on Transportation (ACT) Options

Chris Deffebach from Washington County provided updated information regarding responses and comments which resulted from past discussion at the WCCC meeting on September 8th. Ms. Deffebach thanked all who shared their comments regarding the various options for forming an ACT for the ODOT Region 1 area. The meeting packet contained comments from various cities, Task Force members and Commissioner Rogers.

Discussion points:

- How funding would work for the various Options
- Jurisdictional responsibilities – not sure who will be making decisions
- How to determine representation and how to keep it to a reasonable number, while getting broad representation

MSTIP Opportunity Fund Update

Andrew Singelakis of Washington County highlighted information on recent successes and shared information regarding the fund balance. Successes included the US Department of Transportation award of \$10.1 million to ODOT and Washington County to implement a series of advanced transportation management system (ATMS) improvements on several state highways and major arterial roads (announced on September 9, 2014). In addition the City of Tualatin was awarded \$1.585 million in Connect Oregon funds for the Tualatin Greenway Trail. MSTIP Opportunity funds were used for the local match for these projects.

MPAC Agenda

Mayor Peter Truax reported the October 8, 2014 meeting topics will include:

- Growth Management Decision: the residential component in the Draft 2014 UGR (Discussion)

JPACT Agenda

Mayor Dennis Doyle reported the October 9, 2014 meeting topics will include:

- 2013-15 Unified Planning Work Program: Accepting a grant to fund improvements to the Behavior-Based Freight Model (Action)
- Climate Smart Communities Scenarios Project (Information / Discussion)

November 7, 2014

Joint MPAC/JPACT meeting at the Word Forestry Center to discuss the Climate Smart Communities recommendations.

Other Business and Agency Updates

Chris Deffebach of Washington County mentioned that the TDT Project List will be a future item for the WCCC in November or December. The county is working with David Evans and Associates (DEA) on the Washington County Transportation Study (WCTS) – Phase I. Also, Climate Smart's Public Comment period will conclude in October in advance of the joint JPACT/MPAC workshop in November 7, 2014.

Neil McFarlane from TriMet shared that they have reached an agreement with the union. Also that TriMet had a visit from the USDOT Director and the major message was to be cautious about low expectations regarding reauthorization of the federal transportation bill.

There being no other business, Chair Rogers adjourned the meeting at 1:17 p.m.



MEMORANDUM

DATE: November 3, 2014
TO: Washington County Coordinating Committee
FROM: Andrew Singelakis, Director
SUBJECT: MSTIP Opportunity Fund Requests and Sub-Regional Targeted Funds Prioritization

The next major round of competitive funds available for matching opportunities is the 2015-2017 Regional Travel Options (RTO) grant. Summaries of the 2015-2017 RTO grant program, and the MSTIP Opportunity Fund program and requests are below. Additional details about the RTO grant program can be found at <http://www.oregonmetro.gov/tools-partners/grants-and-resources/travel-options-grants>.

Regional Travel Options Grant

The 2015-2017 RTO grant program has a budget of \$2.1 million to support travel options region-wide. Grant applications are due December 19, 2014. Approximately 30 percent is targeted to the four sub-regions for local prioritization:

Sub-region	Target
Clackamas	\$104,000
E. Multnomah	\$100,000
Washington	\$203,500
Portland	\$270,000
Total	\$677,500

The remaining \$1.4 million is available regionally on a competitive basis. Minimum RTO funding requests must be \$50,000 or more for the regionally competitive projects.

There are two small set-aside categories:

- Small infrastructure projects (\$5,000-\$15,000 per project request), a total of \$50,000 is available; and
- Planning projects, aimed at further defining a travel options program or strategies at the local level, a total of \$75,000 is available (intended to fund one or two projects).

Request

At your November 11 WCCC meeting, review and take action on the following two items related to the 2015-2017 RTO grant program:

1) MSTIP Opportunity Fund requests

A summary of each MSTIP Opportunity Fund request is below. The WCCC TAC at its October 30 meeting moved to support and forward both requests for WCCC consideration.

Sponsor(s)	Project	Total Cost	RTO Request	MSTIP Request	Project Description
Washington County	TDM Project Implementation	\$253,500	\$203,500*	\$50,000	Continue the strong support to implement countywide TDM strategies. Fund a portion of Westside Transportation Alliance 2015-2017 scope of work budget (\$25K/year).

Sponsor(s)	Project	Total Cost	RTO Request	MSTIP Request	Project Description
City of Tigard	Safe Routes to School Program Coordinator	\$275,000	\$246,750	\$28,250	Fund a Safe Routes to School Coordinator position in the City of Tigard for fiscal years 2016 and 2017

* Washington County’s total sub-regional target allocation.

2) Sub-Regional Targeted Funds Prioritization

Washington County staff recommends and WCCC TAC members support prioritizing Washington County’s RTO sub-regional target of \$203,500 to Westside Transportation Alliance (WTA). WCCC prioritized Washington County’s sub-regional targeted funds to WTA during the 2013-2015 RTO grant cycle. WTA also received \$50,000 in MSTIP Opportunity Funds (\$25K/year) during the same period.

MSTIP Opportunity Fund Guiding Principles

As part of the MSTIP 3d program adopted in July 2012, the Board established a \$5 million Opportunity Fund for the purpose of leveraging federal, state and other funding opportunities as they arise. The MSTIP Opportunity Fund is available on a continual basis through Fiscal Year 2017-18; there is no official "call for projects" to spend the funds. Project applicants work with county staff to schedule a presentation before the WCCC. For a project to move forward, the WCCC must endorse it by formal vote. The Board then endorses the project by entering into an intergovernmental agreement (IGA) with the project applicant at the appropriate time. Direct participation in the program is limited to the county and cities, but other entities (such as park districts, transit agencies and non-profits) can partner with a city or county “sponsor.” The Opportunity Fund is flexible and can be applied to a variety of different projects and activities, including (but not limited to) pedestrian, bicycle, transit and travel demand management projects.

The following guiding principles help the WCCC and Board allocate Opportunity Funds:

1. Allocate no more than \$1.5 million per year to keep funds available for future opportunities.
2. Consider opportunities to enhance and/or include innovative design with the intent of constructing a “signature” project.
3. Take into account the amount of local match when considering and soliciting projects.
4. Illustrate the project benefits to the countywide transportation system.
5. Improve transportation mobility.
6. Consider geographic equity.

MSTIP Opportunity Fund Usage

The MSTIP 3d Opportunity Fund is available on a continual basis through Fiscal Year 2017-18. To date a total of \$2.868 million in Opportunity Funds have been used to leverage over \$20 million in regional, state, federal and private dollars. The remaining Opportunity Fund balance is \$2.132 million.

Attachments

- City of Tigard MSTIP Opportunity Fund Request
- Westside Transportation Alliance MSTIP Opportunity Fund Request



To: Washington County Coordinating Committee Transportation Advisory Committee
From: Jenny Cadigan, Executive Director, Westside Transportation Alliance
Date: October 24, 2014
Subject: Request for MSTIP Opportunity Funds

Through the sponsorship of Washington County, Westside Transportation Alliance is requesting \$50,000 from the MSTIP Opportunity Fund to support TDM work in Washington County. These funds would be used as local match money to support the WTA's application for a 2015-2017 Regional Transportation Options (RTO) grant.

Westside Transportation Alliance was founded in 1997 as a 501(c)(6) business association and is Washington County's only transportation management association (TMA). The Mission of Westside Transportation Alliance is to work directly with employers and employees to enhance economic opportunity, improve health, and foster a livable community via transportation options.

Project Description

The WTA is requesting RTO funding for the projects outlined below. With these projects, WTA will build upon existing relationships and previous work to provide safe, reliable, and efficient transportation options for Washington County employees. The intent of these projects is to: reduce the number of people who drive to work alone, thus freeing up capacity for all users of the transportation system; promote economic development; and improve air quality. Anticipated partners include WTA members, TriMet, OTREC, Washington County, and Open Bike Inc. Please refer to the scope of work for more detail.

Business Services: WTA will provide TDM services to member businesses to help their employees reduce their rate of single-occupant vehicle travel. In addition, WTA advocates for transportation options through its involvement in both local and regional planning processes.

Open Bike Initiative: The WTA will continue to work with the Open Bike Initiative team to expand employee access to bike share as a last mile solution in Washington County.

Bike Parking: Focusing on the Aloha-Reedville area, WTA will create a bike parking program to incentivize increased bike parking in commercial areas.

Mobility Hub Study: Mobility hubs are a newer, innovative concept that would increase mobility throughout a city or region. This study will help us understand the resources and partnerships needed for implementation.

Project Budget

Money requested from RTO: \$203,500
Money requested from MSTIP fund: \$50,000
Total Project Budget: \$253,500

Estimated breakdown of project expenses:

Business Services	\$126,750
Open Bike Initiative	\$48,000
Bike Parking Program	\$8,750
Mobility Hub Study	\$70,000
Total	\$253,500

Scope of Work

	BUSINESS SERVICES	OPEN BIKE INITIATIVE	BIKE PARKING PROGRAM	MOBILITY HUB STUDY
GOAL	Engage businesses in programs promoting transportation options.	Increase number of people who use bike share for part of their commute.	Increase the availability of bike parking facilities.	Conduct a study to determine the resources and partnerships needed for mobility hubs.
REASON FOR PROJECT	With over 250,000 employees in Washington County, successful promotion of transportation options to businesses will greatly decrease VMT and increase overall efficiency of the transportation network.	A major barrier to transit use is the gap between the MAX and employment sites. Bike share can help bridge this gap. The Open Bike Initiative has gained momentum and continued investment in this project can increase travel options in the County.	Many businesses, particularly in Aloha-Reedville, lack adequate bike parking. Secure, accessible bike parking can encourage bicycle use.	The mobility hub proposal was a finalist in the Bloomberg Challenge in 2013. Mobility hubs can increase transportation options and make getting around without a single-occupant vehicle easier.
METHOD	The WTA will support employers and market transportation options via: <ul style="list-style-type: none"> • Newsletters and social media • Quarterly meetings • Transportation fairs • ECO surveying • Promotion of regional programs • Engagement in planning processes 	WTA will work with the OBI team and TriMet to place bikes at key transit stations, work with employers to get their employees access to these bikes, conduct outreach to employees, and collect data through the technology located on the bikes.	Work with Washington County and the Aloha Reedville business community to create a program that increases bike parking facilities.	The WTA will work with key partners and a consultant to further study what it would take to get mobility hubs implemented. We will look at hub placement, partnerships, technology, costs, and funding opportunities.
DATA	VMT, GHG emissions and mode split data will be collected through ECO Surveys. Participation numbers in regional programs as well as events will be recorded. Online reach will be tracked. Environmental, health and cost savings data will be collected through the commuter app.	Number of participating employers, number of users, number of rides taken, GPS data on where/when rides were taken. Mode split data pre and post implementation.	Number of bike racks installed, and usage tracked over the course of the grant.	Projections of how mobility hubs can reduce emissions, provide greater accessibility of travel options, promote health and support businesses. Qualitative data will be collected through stakeholder interviews and case studies.
SERVICE AREA BENEFIT	An overall reduction in VMT that leads to increased efficiency of the transportation network, reduced GHG emissions, and improved health of the local work force.	When coupled with bike share, transit becomes a more feasible commute option for those working near a MAX line, leading to a reduction in VMT.	Increased bike parking can encourage increased bike usage. If program is a success, it can be replicated in other areas.	The study will help the region better understand the benefits of mobility hubs and the resources necessary for implementation.
AUDIENCE	Employers and employees in urbanized areas of Washington County.	Large employers and colleges located 1-2 miles from MAX.	Businesses in the Aloha Reedville area.	The cities/communities in Washington County.



City of Tigard Memorandum

To: Washington County Coordinating Committee TAC

From: Kenny Asher, Director of Community Development

Re: MSTIP Opportunity Fund Match Request for a City of Tigard RTO Grant

Date: October 22, 2014

Summary

The City of Tigard is preparing a Regional Transportation Options (RTO) Program grant application to fund a Safe Routes to School Coordinator position in the City of Tigard for fiscal years 2016 and 2017.

The City has been working with four elementary schools and one middle school in the Tigard-Tualatin School District (TTSD), all in the City of Tigard, to reestablish walking and biking to school as a way of life in Tigard. Between 1969 and 2004, the percentage of school-age children who walked or biked to school dropped from roughly 50 to 15 percent, nationally.¹ Tigard is not unusual in having schools near arterials and collectors that are difficult to cross, and local streets around schools with inadequate sidewalks, signage, pedestrian and bicycle safety devices and bike parking. Neither have education or incentive programs been explored for their ability to shift the travel behavior of Tigard families.

This situation is incompatible with Tigard's strategic vision to become the most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives.

Tigard's schools are its community centers and most heavily used neighborhood destinations. The City is hoping it can demonstrate leadership and new models to prove that the SRTS Program can be effectively leveraged to achieve local, regional and state transportation and land use objectives.

Request

The City is requesting an MSTIP Opportunity Fund allocation to provide the local match for an RTO funded limited term staff position. The position would coordinate with partners at Washington County, TTSD, the City of Tualatin, the National Partnership for SRTS and the schools themselves, to establish programs, amend capital improvement plans, and measure outcomes. The grant request and budget are still under development. The city estimates approximately \$275,000 in new costs to establish the SRTS program in all nine City of Tigard TTSD schools within two years. The RTO Program requires a 10.27 percent cash or in-kind local match. Guidance from the WCCC TAC on program design, partnership opportunities and a specific match request would be welcome at the October 30 meeting.

¹ U.S. Centers for Disease Control and Prevention. Barriers to walking and bicycling to school: U.S., 2004. *MMWR Morbidity and Mortality Weekly Report*. 2005; 54:949-952.