MEETING: WCCC Transportation Advisory Committee  
DATE: Thursday April 23, 2015  
TIME: 1:30 – 3:00 p.m.  
PLACE: Beaverton Library Cathy Stanton Conference Room  
12375 SW 5th St., Beaverton

AGENDA

1. Welcome and Introductions

2. Powell-Division Transit and Development Project  
   **Purpose:** Review the project and discuss possible lessons for Washington County (e.g. TV Hwy)  
   **Presenter:** Brian Monberg, Metro

3. MTIP and RFFA Policy Update  
   **Purpose:** Introduction to Metro’s proposed policy update including an overview of work program, timeline, and process.  
   **Presenter:** Dan Kaempff, Metro

4. Sherwood TDT and TIF Expenditure Request  
   **Purpose:** Provide a recommendation to WCCC on the funding request for the West Fork of the Ice Age Tonquin Trail – Cedar Creek Trail Project.  
   **Presenter:** Jason Waters, City of Sherwood

5. MSTIP Opportunity Fund Request  
   **Purpose:** Provide a recommendation to WCCC on a request by the City of Beaverton to use MSTIP Opportunity Funds as match for a TIGER VII grant.  
   **Presenter:** Todd Juhasz, City of Beaverton

6. Washington County 2014 Economic and Development Trends  
   **Purpose:** Analysis of Washington County’s population demographics, residential building permit numbers, and employment data from 2014.  
   **Presenter:** Erin Wardell, Washington County

7. Other Business and Agency Updates  
   - TPAC Agenda  
   - WCCC Agenda  
   - TriMet’s SW Service Enhancement Plan Refined Draft Vision (http://future.trimet.org/southwest/refined-draft-vision)  
   - Washington County Transportation Futures Study

* 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>
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<tbody>
<tr>
<td>Thursday, May 28</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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<tr>
<td>Thursday, June 25</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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<tr>
<td>Thursday, July 30</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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<td>Thursday, August 27</td>
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<td>Thursday, September 24</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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<td>Thursday, October 29</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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<td>Thursday, November 19</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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<tr>
<td>Thursday, December 17</td>
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For agenda and schedule information, call Dyami Valentine at 503.846.3821
email: dyami.valentine@co.washington.or.us
The Powell-Division Transit and Development Project seeks to bring important investments to Gresham, East Portland and Southeast Portland, supporting and improving our communities and making it easier for people to get around.

What can you expect?

- A more robust transit connection between Portland and Gresham including improved service and new station areas along a new route to be determined on portions of Powell Boulevard and Division Street.
- An economic development strategy for key places where additional jobs, housing and shops are desired and could be accommodated, based on community input and existing plans.

Southeast Portland, East Portland and Gresham are home to growing communities, diverse cultures and commercial areas, and many educational institutions. Higher capacity transit with new stations will create faster, more reliable trips for people at a lower cost to operate over time.

Planning for enhanced transit and neighborhood development in Portland and Gresham will involve generating lots of good ideas and refining those choices based on community input, the physical environment, cost and other considerations. Where do we want to see change in our community and what do we want to remain the same?

Station areas and development opportunities

A station area is more than just a transit stop. Community input can shape a station area into a neighborhood asset by protecting the things people value and planning for changes people want to see. We will identify station locations along with development strategies that meet community and businesses needs.

Route

Powell Boulevard and Division Street look very different depending on where you are in the corridor. We will determine a route that meets the needs of transit riders, complements existing neighborhoods and serves commercial areas and major destinations, such as Portland State University, Portland Community College and Mount Hood Community College.

Transit type

We will consider the type of transit, or mode, that best complements the neighborhoods along Powell Boulevard and Division Street. We will evaluate some familiar modes, such as light rail and streetcar, and others that would be new to our region. Bus rapid transit is a mode that can take many forms. It differs from standard bus service with larger buses and stations spaced further apart with amenities, such as larger shelters and real-time arrival information.

Making choices

Partners include the cities of Portland and Gresham, Multnomah County, the Oregon Department of Transportation, TriMet and Metro.

Learn how you can shape the project, sign up for updates and take a survey now! www.oregonmetro.gov/powelldivision
### Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
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<tbody>
<tr>
<td>Winter 2014</td>
<td>Establish a common understanding of the needs and opportunities for transit and development in the corridor</td>
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<tr>
<td>Spring and summer 2014</td>
<td>Look at the kinds of transit that are feasible and desirable in the corridor, hear ideas about where it should go and identify places that would make safe and active station areas</td>
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<td>Fall 2014</td>
<td>Take the elements that are most supported and feasible, and craft a recommendation on the type of transit, route and strategies for development at station areas</td>
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<tr>
<td>Winter 2015</td>
<td>Refine the recommendation and present it to local and regional elected councils for consideration and endorsement</td>
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<tr>
<td>2015 to 2017</td>
<td>Create detailed design of the new transit line and station areas, and complete environmental review and permitting</td>
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<tr>
<td>2018 to 2020</td>
<td>Build the transit line and station areas and start new service</td>
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### Public input and decision-making

Your input is critical. There will be public input opportunities before each decision-making milestone shown above. The project’s Steering Committee – made up of elected leaders and community members – will weigh public input and technical information to craft a transit project and related package of investments that has community support and can be implemented.

The Steering Committee will meet five to six times between 2014 and early 2015. People are welcome to attend and share thoughts directly with committee members. Find information about the Steering Committee members, meeting dates and other opportunities to participate on the project website.

### Other improvements to transit service

What other changes would make transit better? TriMet wants your input to help plan improvements to transit service, access, stops and crossings in your community. Between 2013 and 2015, TriMet will ask riders, residents, neighborhood groups, governments, schools and businesses for feedback to create a long-term vision for transit service that identifies and prioritizes transit improvements and changes that make it easier and safer to walk and bike to transit.

TriMet and Metro will partner on participation opportunities to make the most of your time. With joint surveys and workshops, your input will shape both projects. Learn more about TriMet’s service enhancement plans at [www.trimet.org/future](http://www.trimet.org/future).

### About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we’re making a great place, now and for generations to come.

#### Metro Council President
Tom Hughes

#### Metro Councilors
- Shirley Craddick, District 1
- Carlotta Collette, District 2
- Craig Dirkson, District 3
- Kathryn Harrington, District 4
- Sam Chase, District 5
- Bob Stacey, District 6

#### Auditor
Suzanne Flynn

[www.oregonmetro.gov/powelldivision](http://www.oregonmetro.gov/powelldivision)  
powelldivision@oregonmetro.gov  
503-813-7535
The Powell-Division Transit and Development project will bring improvements that save riders time and provide a higher quality service beyond today’s Frequent Service. We are studying a range of bus options, routes that connect Gresham and Portland, and ways to improve walking and biking access along the route.

### Key Features of Bus Rapid Transit
- Larger buses that carry more passengers
- Larger stations with amenities like real-time travel information, ticket machines, security features, ADA accessible platforms and art
- Buses and stations designed for faster boarding
- Service at least every 15 minutes, with more frequent service during the peak commute hours

### Route Options for further study

#### Recommended Route
- Existing/Under Construction Transit
- Route Option
- Potential Station/Stop Area
- Urban Growth Boundary

#### Potential Station/Stop Area
- The new line could connect Downtown Gresham, BUTLER Powell-Division Transit and Development Project: Route Options
- The Powell-Division Transit and Development project will bring improvements that save riders time and provide a higher quality service beyond today’s Frequent Service. We are studying a range of bus options, routes that connect Gresham and Portland, and ways to improve walking and biking access along the route.

### Portland North/South Crossover Options
- The new line could transition between Powell and Division in Southeast Portland using one of the following:
  - 50th or 52nd avenues are similar to each other, connecting destinations along Division but missing the burgeoning Jade District along 82nd Ave.
  - 82nd Ave. would connect the busy transit stops on both Powell and Division and connect to PCC and the Jade District.

### Gresham North/South Options
- The new line could connect Downtown Gresham, the Transit Center and Mt Hood Community College using one of the following:
  - The 223rd option would travel north on Main and Fairview Drive then continue on 223rd to Stark.
  - Cleveland Ave. is residential and would connect to destinations on Stark St.
  - Hogan Rd. also connects to destinations on Stark St.
Date: April 17, 2015
To: Washington County Coordinating Committee Transportation Advisory Committee
From: Ted Leybold, Resource Development Manager
       Dan Kaempff, Principal Transportation Planner
       Grace Cho, Transportation Planner

Purpose
To provide stakeholders an overview of the goals, the key topic areas for discussion, timeline, and background information for developing the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the 2019-2021 Regional Flexible Fund Allocation (RFFA) policy direction.

Introduction
The MTIP is a federally required schedule of transportation investments administered by Metro, ODOT, TriMet and SMART, and monitors implementation of federal policies for the Portland metropolitan region during a four-year cycle. It is the process of selecting the projects included in the Regional Transportation Plan that will be funded during that four-year cycle. The current effective MTIP addresses the transportation investment programmed for fiscal years 2015 through 2018.

Setting the policy direction is the first step in developing the 2018-2021 MTIP and the 2019-2021 RFFA. The policy direction defines the expectations of JPACT and Metro Council in coordinating the four different funding allocations approved in the MTIP, and defines the policy objectives for the prioritization of federal transportation discretionary funding for the RFFA. The preliminary estimated funding forecast for the 2019-2021 RFFA is $125 million. Using existing funding categories, $48 million is dedicated to continuing of the High Capacity Transit bond payments, $31 million is required to maintain regional programs at their existing levels (Step 1), and $46 million is available for projects (Step 2).

Objectives of establishing policy direction
The objectives of establishing the MTIP and RFFA policy direction are:

1. Defining JPACT and Metro Council’s role in coordinating with the ODOT and Transit (TriMet and SMART) administered prioritization processes for the MTIP adoption; and
2. Defining objectives, criteria, and other policy direction of the RFFA

Summary of process and anticipated timeline
The major policy update discussions begin in March 2015 and lead up to a formal public comment period scheduled for late summer 2015 (July/August). The main topics for discussion include:

1. The role JPACT and Metro Council wish to establish for coordination with and input into:
   a. ODOT’s Enhance and Fix-it prioritization process;
   b. TriMet’s prioritization process in the CAMIP; and
   c. SMART’s transit segment of the City of Wilsonville’s budget prioritization process
2. Based on feedback on the previous allocation process, updated regional plans and new data development, how existing MTIP and RFFA policy should be updated
3. The criteria used to evaluate candidate transportation investments for regional flexible funds

Input gathered from these discussions will help shape the policy direction for the 2018-2021 MTIP and 2019-2021 RFFA. Metro staff anticipates gathering feedback on the policy direction and criteria to shape a final proposal for JPACT and Council action in fall 2015. The timeline below illustrates the key milestones in the upcoming year.

**Anticipated timeline**

<table>
<thead>
<tr>
<th>Activity</th>
<th>General Date/Timeframe</th>
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<tbody>
<tr>
<td>Completion and Acknowledgement of Draft Financial Forecast</td>
<td>March 2015</td>
</tr>
<tr>
<td>Release MTIP/ RFFA Draft Work Program</td>
<td>March 2015</td>
</tr>
<tr>
<td>Begin Policy Update Discussions</td>
<td>March - June 2015</td>
</tr>
<tr>
<td>Meet with Sub-Regional Coordinating Committees</td>
<td>May 2015</td>
</tr>
<tr>
<td>Begin TPAC and interested stakeholder workshops</td>
<td>April - June 2015</td>
</tr>
<tr>
<td>Public Comment Period (45 days) on MTIP/ RFFA Policy Update</td>
<td>July/August 2015</td>
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<tr>
<td>Revision Period for MTIP/RFFA Policy Update</td>
<td>August/September 2015</td>
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<tr>
<td>Council Work Session, TPAC and JPACT Presentations of Final MTIP/RFFA Policy Update</td>
<td>October/November 2015</td>
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Staff anticipates the 2018-2022 MTIP and the 2019-2021 RFFA policy update will result in robust discussions and have scheduled time during late summer and early fall 2015 as a refinement period to the policy update and the process.

**Stakeholder engagement and public involvement**

Metro planning and communications staff are refining an engagement approach for gathering input from elected officials, technical staff from jurisdictions, and interested stakeholders, including community-based organizations and advocacy organizations. At this time, identified engagement activities are proposed to include:

- Stakeholder engagement through Metro’s engagement committees and sub-regional coordinating committees;
- Regularly scheduled workshops for members of TPAC and interested stakeholders not represented on the engagement committees, including community-based organizations and advocacy groups, to participate and provide feedback in the policy direction for the MTIP and RFFA;
- A 45-day public comment period;
- Depending on the need, gathering feedback through an Opt In survey

**Next steps**

The regularly scheduled workshops for interested TPAC members and stakeholders will begin in late April. Metro staff will present the work program, process, and timeline to the sub-regional coordinating committees in May.
April 15, 2015

Steve Szigethy
Washington County
Department of Land Use & Transportation
155 North First Avenue, Suite 350, Mailstop 14
Hillsboro, OR 97124-3072

Re: Request to Expend TIF and TDT Funds

The City of Sherwood requests approval from the Washington County Coordinating Committee (WCCC) and the Washington County Board of Commissioners to expend Transportation Development Tax (TDT) and Traffic Impact Fee (TIF) funds collected by the City on a regional trail project located within city limits. The trail project involves components from multiple TIF and TDT projects; projects that are also listed in the City Transportation System Plan (TSP), County TSP, and Regional Transportation Plan (RTP). The project is funded primarily through Federal Regional Flexible Funds (RFF) and will be kicking off preliminary design efforts this spring. The affected TDT and TIF projects are summarized below along with a summary of the funds requested:

- **TIF Eligible Collector Project Description: SW Oregon Street (Murdock to 1st St)**
  - The project will add pedestrian and bicycle facilities that will increase capacity on an approved collector street.
  - $411,000 in TIF funds are requested for the SW Oregon St segment of the trail.

- **TDT Project ID’s #4000 and 4001**. RTP Project ID #10701. West Fork of the Ice Age Tonquin Trail – Cedar Creek Trail. Bicycle and pedestrian improvements at Pacific Highway.
  - The project will add a pedestrian crosswalk where none existed before, reconfigure an existing signalized intersection at SW Meinecke Road, and construct a multi-use path adjacent to Pacific Highway.
  - The City requests $730,000 in TDT be allocated to segments 1-3 of the Cedar Creek Trail project (see attached location map).

- **Overall project funding**:
  - $411,000 TIF balance *current request
  - $730,000 TDT *current request
  - $5,112,000 Federal Regional Flexible Funds (RFF)

- **Funds from both requests will be used to construct off-street components that meet the transit access guidelines outlined for TIF/TDT projects. Specifically the project:**
  1. is part of the pedestrian and bicycle network in the 2014 Regional Active Transportation Plan;
  2. is designated as a regional trail in the Washington County TSP;
  3. provides direct access to frequent bus service (Tri-Met Route #93);

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1. TIF Base Report, Table 4, Eligible Collector Projects, Jurisdiction Sherwood
2. TDT Project List as amended by R&O 15-3, January 20, 2015
4. is well within a half-mile of multiple bus stops;
5. requires 24-hour use to qualify for federal funding.

The TIF request will expend the remaining TIF fund balance at the City. Do not hesitate to contact me should you have questions regarding this request.

Sincerely,

Bob Galati, P.E.
City Engineer
503-925-2303
galatib@sherwoodoregon.gov

Attachments: project vicinity map (1 page), project map for TIF request (1 page), project map for TDT request (1 page)
Segment/Alternative 1:
City of Sherwood Project Prospectus Cedar Creek Trail: 99W to Murdock Rd

99W/SW Meinecke
Recommended Route_Updated Nov. 5, 2012 by Metro Job #12117

Segment/Alternative 2:

Segment/Alternative 3:

Segment/Alternative 4:
CLACKAMAS COUNTY

Segment/Alternative 5:
SH

LOCATION MAP

Cedar Creek Trail: 99W to Murdock Rd
Cedar Creek Trail Segment 5 overlaps with:
TDT project ID 4022 and
TIF collector project "Oregon - Murdock to 1st St"
Total collector street project costs per TSP full build out = $3.3M for PE/ROW/Construction.

Cedar Creek Trail Segment 5
Total bike/ped (i.e. trail) project costs for Segment 5 = $980,000 for PE/ROW/Construction
Cedar Creek Trail
Segment 1.
Total cost = $250,000
PE/ROW/Const

Cedar Creek Trail
Segment 2
Total cost = $460,000
PE/ROW/Const

Cedar Creek Trail
Segment 3
Total cost associated with
4000 = $120,000
PE/ROW/Const

Shaded rectangular area w/
dashed perimeter represents
the footprint of TDT Project
ID 4001 and 4000.
Cedar Creek Trail Segment
1 is part of project #4000.
Segment 2 is ancillary to
#4001.

Map 15: Tile 9 - Cedar Creek Corridor (Southern Portion)

TDT-TIF Expenditure Request - April 2015