

WASHINGTON COUNTY
BOARD OF COMMISSIONERS
WORK SESSION



REVISED

01/15/21

VIRTUAL MEETING
JANUARY 19, 2021

- 8:30 a.m. (30 min.) 1. **Board and Leadership Communication & Formal Agenda Item Discussion**
- 9:00 a.m. (20 min.) 2. **Discussion about Clackamas County Commissioner Mark Shull**
-Commissioner Pam Treece
- 9:20 a.m. (15 min.) 3. **Staff Assistant to Commissioner Structure**
-Commissioner Fai
- 9:35 a.m. (20 min.) 4. **Executive Session (ORS 192.660(2)(e))**
-Cortney Duke-Driessen, Sr. Assistant County Counsel, Jack Liang, Director of Support Services/Chief Financial Officer; and Komi Kalevor, Director of Housing Services

10:00 a.m. CONVENE FOR REGULAR BUSINESS MEETING

- 1:00 a.m. (20 min.) 5. **Public Health Advisory Council Membership**
-Tricia Mortell, Public Health Division Manager
- 1:20 p.m. (40 min.) 6. **Potential MSTIP Bonding Cost-Sharing Program Project List Amendment**
-Stephen Roberts, Director; and Joe Younkins, Capital Project Services Division Manager
- 2:00 p.m. (45 min.) 7. **Complete Street Design Update**
-Stephen Roberts, Director; Stacy Shetler, County Engineer; and Erin Wardell, Principal Planner

2:45 p.m. BREAK – 15 MINUTES

- 3:00 p.m. (45 min.) 8. **Office of Equity, Inclusion and Community Engagement Quarterly Report**
-Latricia Tillman, Chief Equity and Inclusion Officer
- 3:45 p.m. (10 min.) 9. **CWAC Recruitment Update**
-Mark Jockers, Government & Public Affairs Director



WORK SESSION

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Item #5

Session Date: January 19, 2021 Length of Time Requested: 20 minutes
Title of Topic: PUBLIC HEALTH ADVISORY COUNCIL MEMBERSHIP
Department: Health and Human Services, Public Health Division
Presented by: Tricia Mortell, Public Health Division Manager
Name(s) & Title(s) _____

LIST OF ADDITIONAL DOCUMENTS OR PRESENTATIONS:

Public Health Advisory Council Matrix

[Applications \(hyperlinked online\)](#)

PURPOSE & DESIRED OUTCOME:

The Public Health Advisory Council (PHAC) serves to advise the Board of Commissioners in its role as the Board of Health for Washington County and to make recommendations to the Board of Commissioners and the Public Health division manager on matters related to public health. The council is comprised of 15-17 members representing all dimensions of the community. The Public Health Division is bringing forward membership applications and a recommendation regarding appointment of a new member and reappointment of two members.

POLICY QUESTIONS FOR THE BOARD TO CONSIDER:

Request a recommendation from the Board on appointments to the Public Health Advisory Council.

SUMMARY OF TOPIC:

The Public Health Advisory Council currently has three vacancies for four-year commitments to serve on the council. Only one individual, Julie Scotland, completed the recruitment process. HHS recommends her appointment and will be actively recruiting for the additional openings.

Additionally, Jennifer McElravey and Ann Marie Paulsen are seeking an additional term. HHS also recommend reappointment of these members.

HHS would like to thank council members Larry Boxman, who has participated since the inception of the PHAC, and Karen Reynolds, as they end their participation on the council.

Public Health Advisory Council

Description: The Washington County Public Health Advisory Council (PHAC) has been appointed by the Washington County Board of Commissioners to fulfill any federal and state-mandated responsibilities and to advise the Board of Commissioners in its role as the Board of Health for Washington County. The Washington County Public Health Advisory Council will make recommendations to the Board of Commissioners and the Public Health Division Manager to improve the health and well-being of everyone in Washington County.

Member Description: The Council shall consist of a minimum of 15 and a maximum of 17 members representing many dimensions of the community and one non-appointed, non-voting position from the Washington County Board of Commissioners. The Public Health Advisory Council membership will seek to represent the whole community; members of communities that experience health and social inequities will be given preference for membership on the Council.

Term Length: 4 years

Term Limit: 2 Term

Vacancy Total: 3

Applicant Total: 1

	<u>District*</u>	<u>First Appointed</u>	<u>Term Expires</u>	<u>Position</u>	<u>Category</u>
New Applicants Recommended for Appointment					
Julie A Scotland	2				
Members with Expiring Terms Seeking Reappointment					
Jennifer McElravey	2	9/17/19	1/31/21	10	
Ann Marie Paulsen	3	9/17/19	1/31/21	12	
Other Applicants					
Current Members					
Hemi Pariyani	2	2/1/20	1/31/24	14	
Larysa Thomas	1	9/17/19	1/31/22	13	
Karen B Reynolds	4	1/23/18	1/31/21	11	
Pamela Treece	2	2/12/19	1/31/23	Non-Voting BCC Liaison	
Dick Stenson	4	2/26/19	1/31/23	4	
David Eppelsheimer	4	2/1/19	1/31/23	8	
Shabba Woodley	1	9/17/19	1/31/22	16	
Andrea Lara	2	9/17/19	1/31/24	17	
Eileen A Derr	3	2/1/20	1/31/24	6	
Sonja Ackman	1	2/1/20	1/31/24	1	
Larry Boxman	4	3/21/17	1/31/21	2	
Leticia Vitela	4	2/26/19	1/31/23	5	
Jennifer McElravey	2	9/17/19	1/31/21	10	

Ann Marie Paulsen	3	9/17/19	1/31/21	12	
Robin Bousquet	1	2/1/18	1/31/22	7	
Nicole Bowles	1	2/1/20	1/31/24	9	
Tom Engle	2	2/1/18	1/31/22	3	
Expiring Terms <i>(Not seeking Reappointment)</i>					
Karen B Reynolds	4	1/23/18	1/31/21	11	
Larry Boxman	4	3/21/17	1/31/21	2	
Mid-Term Vacancies					
Current Vacant Positions					
		2/26/19	1/31/23	15	

* For information purposes only; members are not appointed by Commissioner District.

N/A indicates the person does not live in Washington County but has work interests in the County.



WORK SESSION

Item #6

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Session Date: January 19, 2021 Length of Time Requested: 40 minutes
POTENTIAL MSTIP BONDING COST-SHARING PROGRAM PROJECT LIST
Title of Topic: AMENDMENT
Department: Land Use & Transportation
Presented by: Stephen Roberts, Director;
Name(s) & Title(s): Joe Younkins, Capital Project Services Division Manager

LIST OF ADDITIONAL DOCUMENTS OR PRESENTATIONS:

- A PowerPoint presentation
- Original MSTIP Bonding Cost-Sharing Program Project List and Map
- Map showing location of 229th Avenue/Century Boulevard bridge and proposed Cornelius Pass Road bridge

PURPOSE & DESIRED OUTCOME:

- Describe proposal to amend the project list for the Major Streets Transportation Improvement Program (MSTIP) Bonding Cost-sharing Program to remove the 229th Avenue/Century Boulevard bridge at Butternut Creek and add a new Cornelius Pass Road bridge over Butternut Creek (both projects are in the South Hillsboro area)
- Update the Board on discussions with the City of Hillsboro and South Hillsboro developers on potential related amendments to the existing City-County MSTIP Bonding Cost-sharing Intergovernmental Agreement
- Seek direction from the Board prior to bringing forward a resolution authorizing the proposed project list amendment

POLICY QUESTIONS FOR THE BOARD TO CONSIDER:

- Is the Board comfortable proceeding with the proposed change of a project in the MSTIP Bonding Cost-sharing Program?
- Does the Board have any concerns with a potential public/private partnership for delivery of the Cornelius Pass Road bridge or other future capital projects?

(continued)

SUMMARY OF TOPIC:

Following review by the Washington County Coordinating Committee (WCCC), the Board of County Commissioners approved the MSTIP Bonding Cost-sharing Program in June 2015 (Resolution and Order 15-43). The attached project list included 20 projects at an estimated cost of \$140 million, with two-thirds of project costs to be borne by the County using bonded MSTIP revenues, and the remaining one-third of costs to be provided from other sources such as SDCs, TDT, or development. The program was intended to meet growing needs for regional mobility in areas that are rapidly developing, including Bonny Slope West, North Bethany, River Terrace, South Cooper Mountain and South Hillsboro. No amendments have been made to the original Board-approved project list.

One of the identified projects is the replacement of the 229th Avenue/Century Boulevard bridge over Butternut Creek on the western boundary of the South Hillsboro Urban Growth Boundary expansion area. The estimated 2015 project cost was \$5,827,000, with one-third to be paid by the City and two-thirds by the County. The recently updated total cost estimate for replacement of the existing 229th/Century bridge is \$8.08 million, including design, right-of-way (ROW) and construction, subject to the one-third/two-thirds split.

The County, City of Hillsboro and South Hillsboro developers have been discussing a potential amendment to the MSTIP Bonding Cost-sharing Program project list to remove the 229th Avenue/Century Boulevard bridge replacement and add the construction of a new bridge for Cornelius Pass Road over Butternut Creek. The proposed Cornelius Pass Road bridge provides greater benefit to regional mobility than replacement of the 229th/Century bridge.

In addition, under a proposed public-private partnership, the combined County and City funding for the Cornelius Pass Road bridge would be capped at \$8.08 million (same as the updated 229th/ Century bridge replacement cost), to be split one-third/two-thirds as per the original cost-sharing program. Developers would fund all Cornelius Pass Road bridge project costs over the \$8.08M amount plus pay for design engineering, permitting and right-of-way. This provides a significant leverage opportunity that was not foreseen when the Board adopted the original project list.

As part of the proposed public-private partnership, the developers have also committed to fund structural improvements to the existing 229th/Century bridge to extend its anticipated useful life for up to 15 additional years, significantly delaying the need for its replacement. City and County staff are discussing options for how the 229th/Century bridge replacement can be funded in the future, and how interim bicycle and pedestrian facilities could be accommodated in the event development occurs on both sides of the bridge prior to its replacement.

If the project switch is approved, County staff will review plans for the Cornelius Pass Road bridge to assure it meets County standards. The County would also bid and provide construction management/inspection of the new bridge.

This project list amendment proposal is also being reviewed with both the WCCC and WCCC Transportation Advisory Committee.



Potential MSTIP Bonding Cost-sharing Program Project List Amendment

REMOVE 229TH AVE (CENTURY
BLVD) BRIDGE; ADD CORNELIUS
PASS ROAD BRIDGE

| Jan. 19, 2021

Land Use & Transportation

www.co.washington.or.us



MSTIP Bonding Cost-sharing program

Program framework and project list adopted by the Board in June 2015, ahead of the MSTIP 3e funding allocation process

Bonding Cost-sharing Program overview

- Bond against incremental growth in MSTIP revenues to create a funding stream to accelerate improvements on County roads in and adjacent to four residential UGB expansion areas:
 - North Bethany/Bonny Slope West (unincorporated Washington County)
 - River Terrace (Tigard)
 - South Cooper Mountain (Beaverton)
 - South Hillsboro (Hillsboro)
- Preserve a fixed revenue stream (\$35M/year) in the traditional MSTIP pay-as-you-go program to address needs in other areas
- Board-adopted project list includes 20 projects estimated to cost \$140 million to be built over about 10 years



MSTIP Bonding Cost-sharing program

Bonded MSTIP funds cover two-thirds of project costs; other sources cover the remainder (TDT, SDCs, developer-constructed improvements, etc.)

Cost split based on estimated travel demand on the roads to be improved

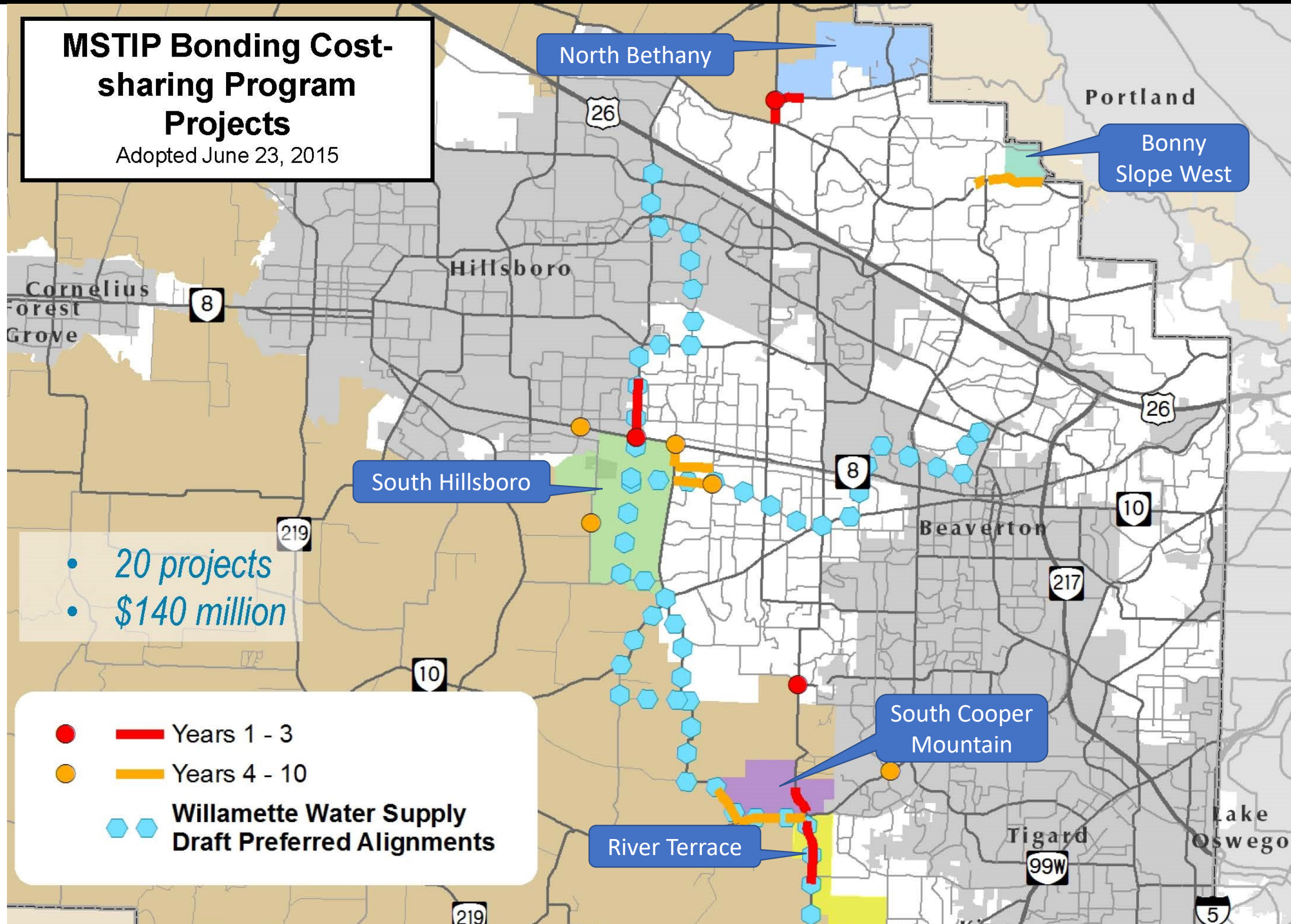
- “Regional” or “pass-thru” trips (about two-thirds)
- Trips to/from the new growth areas (about one-third)

Program concept reviewed and endorsed by Washington County Coordinating Committee (WCCC) and WCCC Transportation Advisory Committee prior to Board adoption

- An earlier project list reviewed by the Board and WCCC included the 20 projects approved by the Board (Years 1-10) plus a second-tier list of additional projects (assumed Year 11+ or other funding sources) that were not included in the Board-adopted list



MSTIP Bonding Cost-sharing project map





MSTIP Bonding Cost-sharing project list

Board-adopted project list with project status

Road	Extent	Project Description ¹	Total Cost ²	County Cost ² (2/3)	Local Cost ² (1/3)	TDT Project #	Area ³
Years 1-3⁴							
Springville Rd	185th - west of PCC entrance	Widen to 5 lanes, realign	\$ 11,750,000	\$ 7,833,333	\$ 3,916,667	1069 (WC)	NB/BSW
185th Ave	Springville - West Union	Widen to 5 lanes, intersection improvements at termini	\$ 6,000,000	\$ 4,000,000	\$ 2,000,000	1013 (WC)	NB/BSW
Cornelius Pass Rd	Frances - TV Hwy	Widen to 5 lanes	\$ 14,000,000	\$ 9,333,333	\$ 4,666,667	1030 (WC)	SH
TV Hwy	Cornelius Pass Rd	Westbound right turn lane	\$ 3,107,000	\$ 2,071,333	\$ 1,035,667	3054 (H)	SH
175th Ave	Kemmer Rd	Intersection improvement	\$ 5,000,000	\$ 3,333,333	\$ 1,666,667	1010 (WC)	SCM
175th Ave	E-W collector - Scholls Ferry	Widen to 5 lanes	\$ 6,345,000	\$ 4,230,000	\$ 2,115,000	Not on list	SCM
Roy Rogers Rd	Scholls Ferry - S of Bull Mountain	Widen to 5 lanes	\$ 24,900,000	\$ 16,600,000	\$ 8,300,000	Not on list	RT
Year 1-3 total			\$ 71,102,000	\$ 47,401,333	\$ 23,700,667		
Years 4-6⁴							
Thompson Rd	Kenny - Saltzman	Realign, widen to 3 lanes	\$ 6,000,000	\$ 4,000,000	\$ 2,000,000	Not on list	NB/BSW
TV Hwy	209th Ave	Intersection & railroad improvement	\$ 14,794,000	\$ 9,862,667	\$ 4,931,333	1020 (WC)	SH
209th Ave	TV Hwy - Blanton	Widen to 5 lanes, signal at Blanton	\$ 4,333,000	\$ 2,888,667	\$ 1,444,333	1020 (WC)	SH
Blanton St	209th - 198th	Sidewalks, turn lanes as needed	\$ 3,261,000	\$ 2,174,000	\$ 1,087,000	Not on list	SH
Kinnaman Rd	209th - 198th	Sidewalks, bike lanes, turn lanes	\$ 3,261,000	\$ 2,174,000	\$ 1,087,000	1053 (WC)	SH
Kinnaman Rd	198th Ave	Realign & signalize offset intersection	\$ 4,917,000	\$ 3,278,000	\$ 1,639,000	1054 (WC)	SH
Scholls Ferry Rd	N-S Collector - Roy Rogers	Widen to 5 lanes	\$ 2,750,000	\$ 1,833,333	\$ 916,667	Not on list	SCM/RT
Year 4-6 total			\$ 39,316,000	\$ 26,210,667	\$ 13,105,333		
Years 7-10⁴							
Thompson Rd	Saltzman - Marcotte	Widen to 3 lanes	\$ 4,000,000	\$ 2,666,667	\$ 1,333,333	1072 (WC)	NB/BSW
TV Hwy	Century Blvd	Widen NB/SB approaches to 5-lanes, EB bus pullout	\$ 10,473,000	\$ 6,982,000	\$ 3,491,000	Not on list	SH
229th Ave	Butternut Creek	Replace bridge, widen to 3 lanes	\$ 5,827,000	\$ 3,884,667	\$ 1,942,333	3020 (H)	SH
Tile Flat Rd	UGB - Scholls Ferry	Widen to 3 lanes	\$ 3,025,000	\$ 2,016,667	\$ 1,008,333	Not on list	SCM
Scholls Ferry Rd	Tile Flat - N-S Collector	Interim 3-lane and north side half street	\$ 5,500,000	\$ 3,666,667	\$ 1,833,333	Not on list	SCM/RT
Scholls Ferry Rd	Teal / Horizon	Intersection improvement	\$ 500,000	\$ 333,333	\$ 166,667	Not on list	SCM
Year 7-10 total			\$ 29,325,000	\$ 19,550,000	\$ 9,775,000		
Year 1-10 total			\$ 139,743,000	\$ 93,162,000	\$ 46,581,000		

PROJECT STATUS LEGEND (December 2020):

- Complete or substantially complete
- In design or permitting phase
- Under construction

NOTES:

1. "Widening" projects include pedestrian/bicycle facilities, lighting, stormwater, etc.
2. Project costs are estimates and are subject to change.
3. Residential High Growth Areas:
 NB/BSW = North Bethany/Bonny Slope West (unincorporated)
 SH = South Hillsboro (City of Hillsboro)
 SCM = South cooper Mountain (City of Beaverton)
 RT = River Terrace (City of Tigard)
4. Project timeframes shown are tentative and subject to change.



A unique opportunity



Since Board adoption, no amendments have been proposed to the original project list

As development is progressing in South Hillsboro, we have a unique opportunity to consider amending the project list to “swap out” one bridge project for another

No additional project list amendments are anticipated at this time



Project list modification proposal

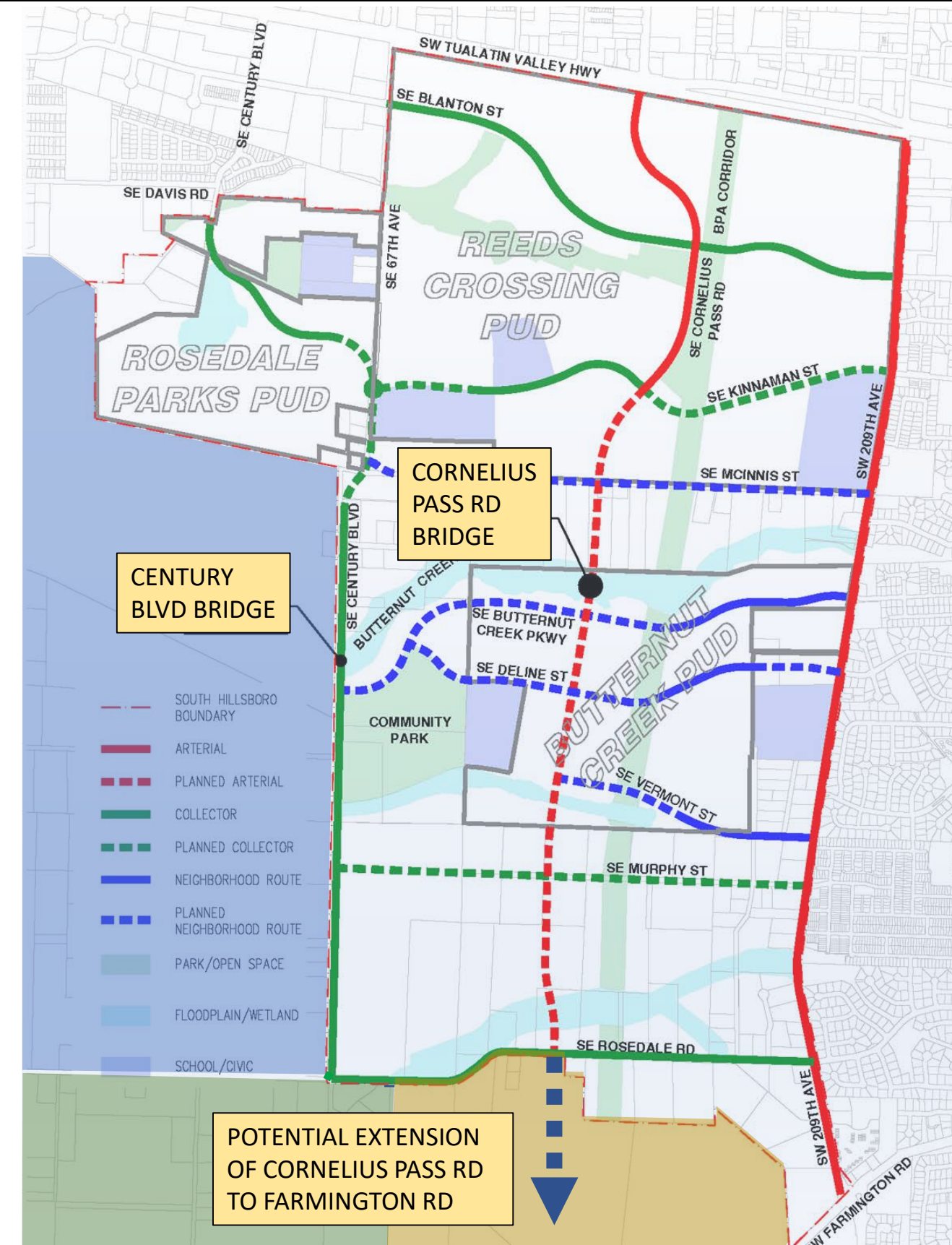
Modify MSTIP Bonding Cost-sharing Program project list

- Remove 229th Ave (Century Blvd) bridge replacement project
- Add Cornelius Pass Road bridge construction project
- Shift \$8,085,000 funding commitment from 229th Ave (Century Blvd) bridge replacement to Cornelius Pass Road bridge construction

Proposed public-private partnership would leverage significant private funding for Cornelius Pass Road bridge; no additional agency funding commitment needed

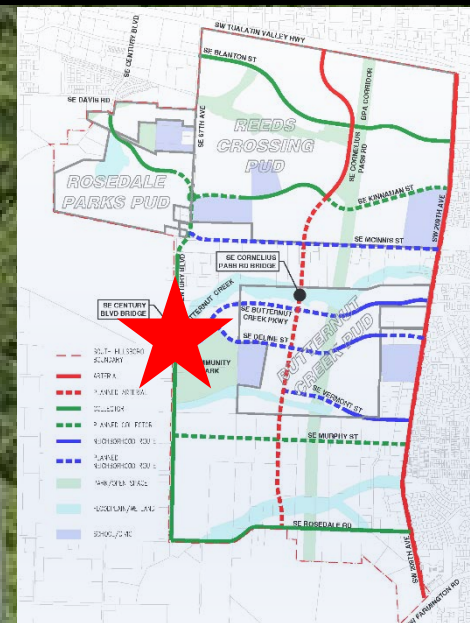
Cornelius Pass Road is a major arterial road; important to the countywide transportation system

Would leave future 229th (Century) bridge replacement unfunded for now; will remain a future obligation





229th Ave (Century Blvd) bridge

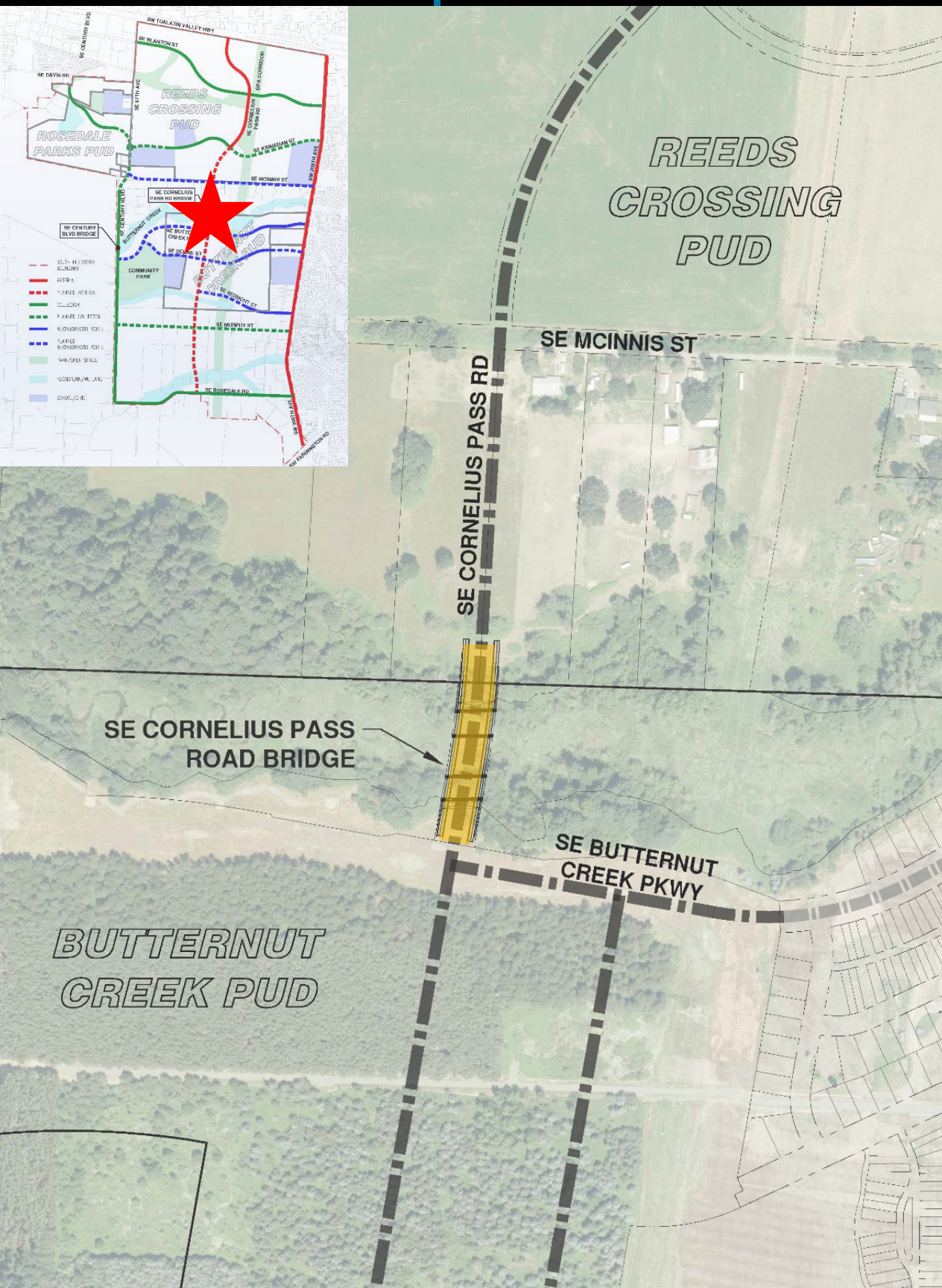


Existing 229th Avenue (Century Boulevard) Bridge

- Collector roadway; future City jurisdiction
- Existing 2-lane timber bridge over Butternut Creek; road unimproved on both ends of bridge
- Replacement bridge would be 3 vehicle lanes with bicycle and pedestrian facilities
- Estimated replacement cost is **\$8,085,000**
 - Original estimate was \$5,287,000
- Emergency repairs made Dec. 2015; additional remedial maintenance can extend existing bridge service up to 15 years
- Could add bicycle/pedestrian bridge if needed



Cornelius Pass Road bridge proposal



Arterial roadway; County will retain long-term jurisdiction

Construct new bridge with 5 vehicle lanes with bicycle and pedestrian facilities over Butternut Creek

Estimated cost is **\$13,000,000**

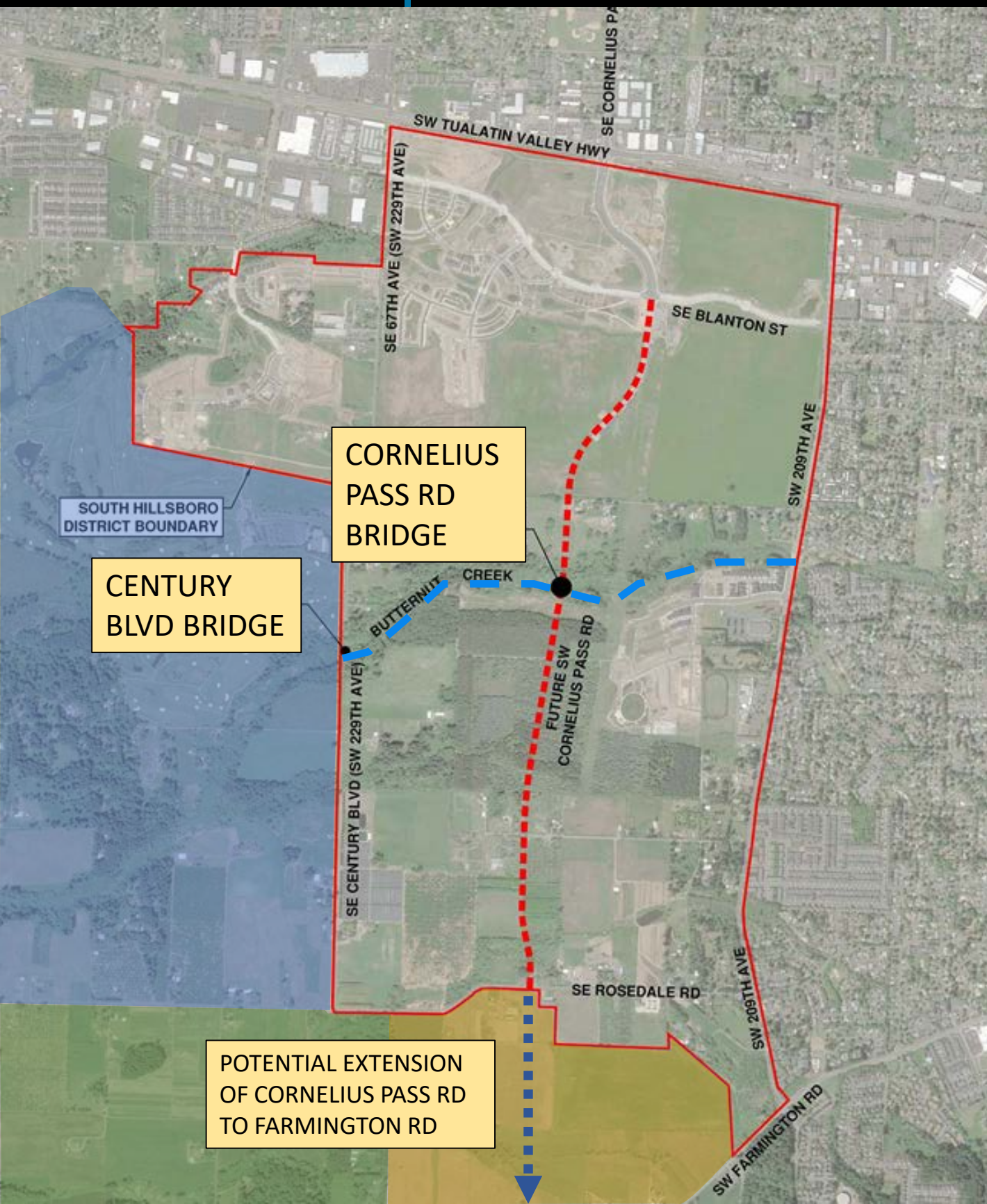
Combined City and County contribution capped at \$8,085,000 (equal to estimated 229th (Century) bridge replacement cost)

Public/private partnership includes private funding of:

- Engineering and design
- Permitting
- Right-of-way
- Construction and county administrative costs over \$8,085,000



Transportation system benefits



Cornelius Pass Road bridge facilitates timely extension of a developer-funded regional arterial

Improves north-south system connectivity

Delays need for capacity improvements at TV Hwy/198th intersection and on 209th Avenue

Provides for Butternut Creek Trail under bridge

Leverages private funding for:

- Cornelius Pass Road construction north and south of creek
- new bridge construction
- long-term repairs to existing 229th (Century) bridge



Project considerations



Alternate project delivery method - public/private partnership

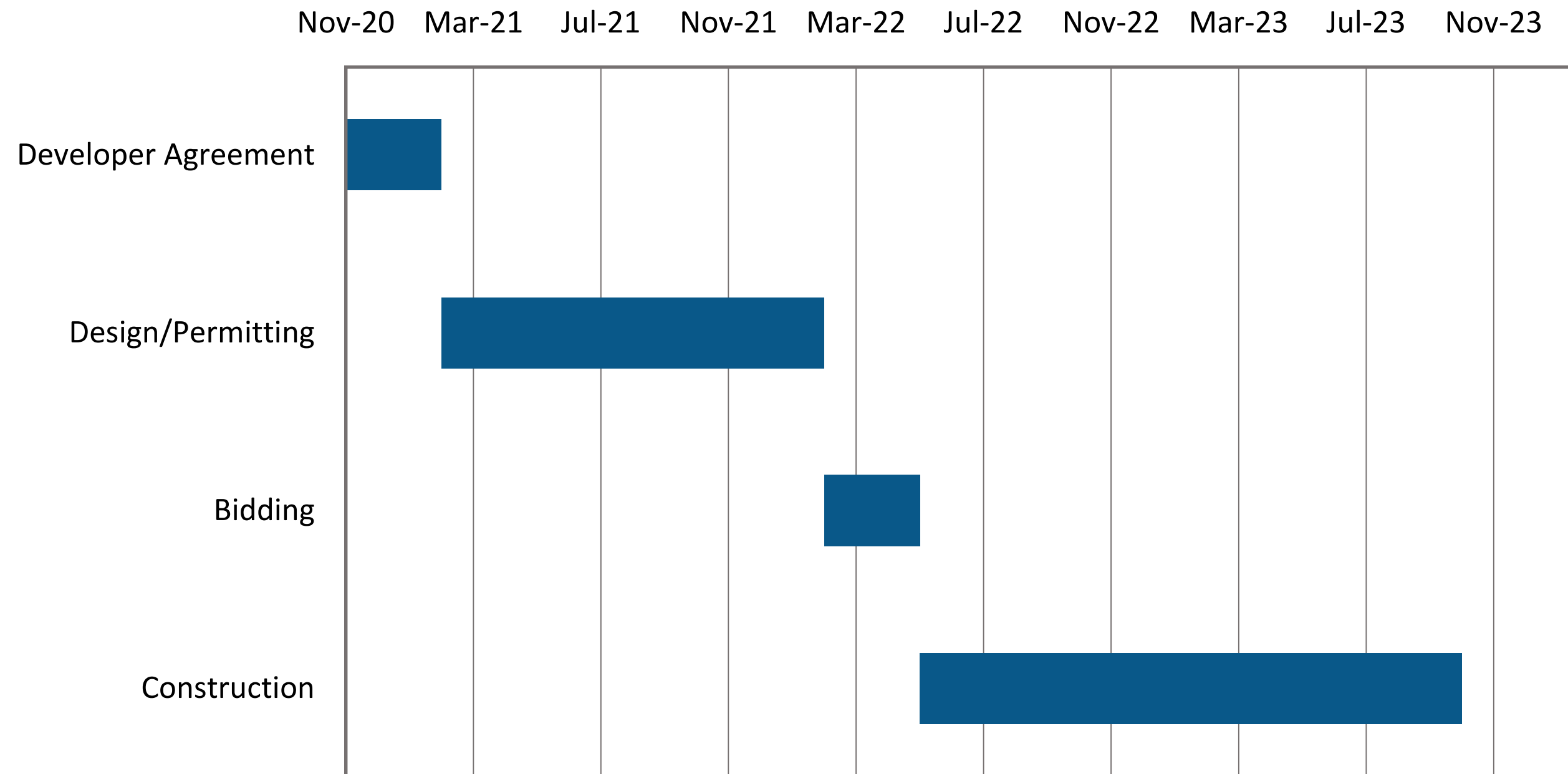
Developers design, dedicate right-of-way and acquire permits with county oversight

County bids, inspects and manages construction of bridge

Defers 229th Ave (Century Blvd) bridge replacement



Concept project schedule





Review Process

This proposal is being shared through the following venues:

- Hillsboro Transportation Committee briefed Nov. 2020
- WCCC TAC briefed on Jan. 7
- WCCC Policy Group briefed on Jan. 11; voted unanimously to support the proposal
- South Hillsboro update open house (by City) on Jan. 21 (date tentative) will seek feedback on this proposal
- Board work session discussion Jan. 19



Potential future Board actions

Pending Board direction to proceed, staff will return with the following action items for Board consideration:

R&O amending MSTIP Bonding Cost-sharing Program Project List

- Remove 229th Avenue/Century Boulevard bridge from project list
- Add Cornelius Pass Road bridge to project list
- Update bridge project cost allocation

Amendments to County-Hillsboro MSTIP Bonding Cost-Sharing agreement

- Revise “key project” for city bond sale
- Update project costs and payment schedule
- Reflect this proposed project list amendment

Agreement between developers, city and county to implement proposed project delivery approach



Questions or comments?

Stephen Roberts

Director of Land Use & Transportation
stephen_roberts@co.washington.or.us

Joe Younkens

Capital Project Services Manager
joe_younkens@co.washington.or.us



Land Use & Transportation
www.co.washington.or.us



MSTIP Bonding Cost-sharing Program Project List

Resolution & Order 15-43
Adopted June 23, 2015

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Washington County



MSTIP Bonding
Cost-sharing Program

NOTES:

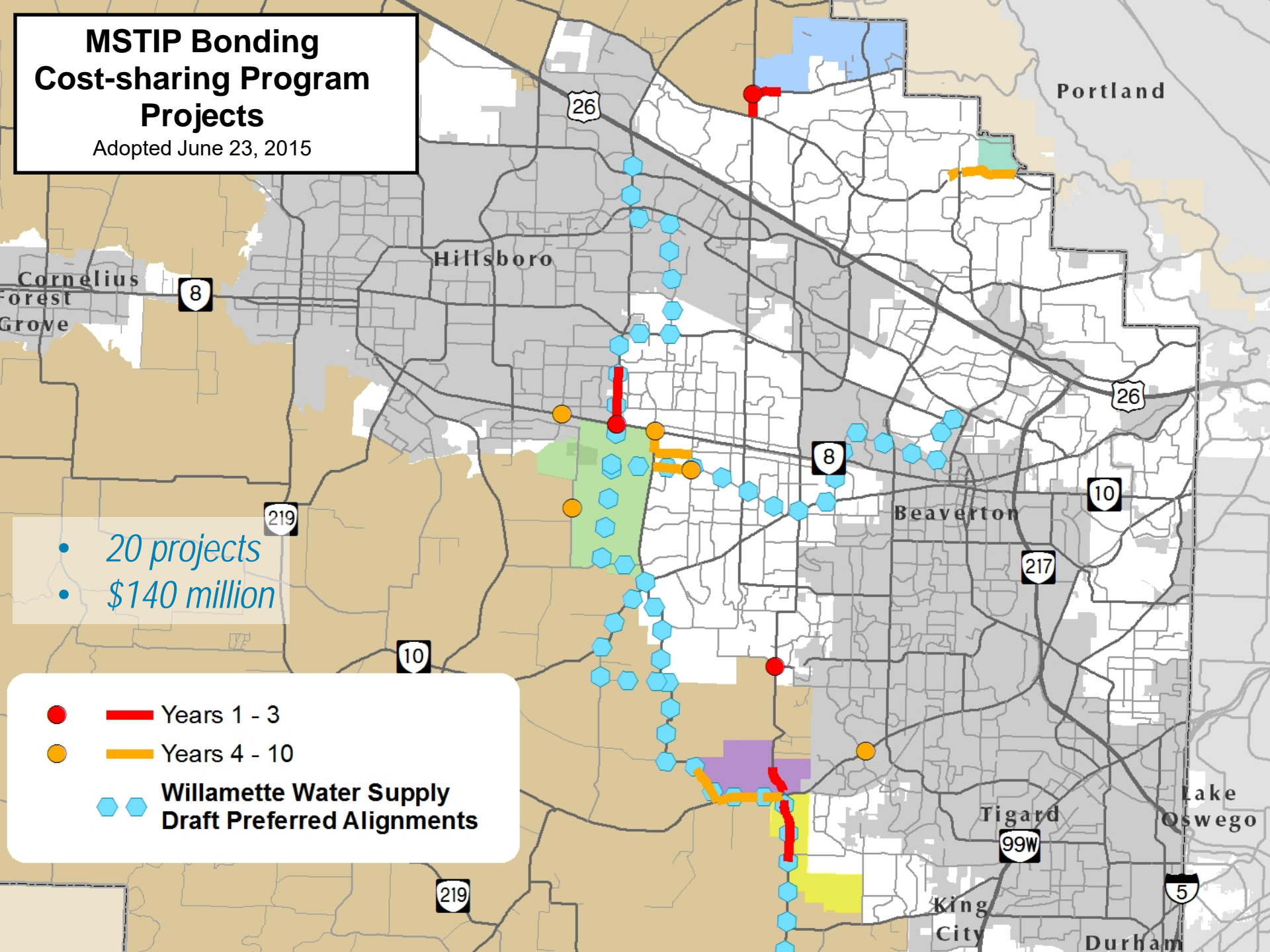
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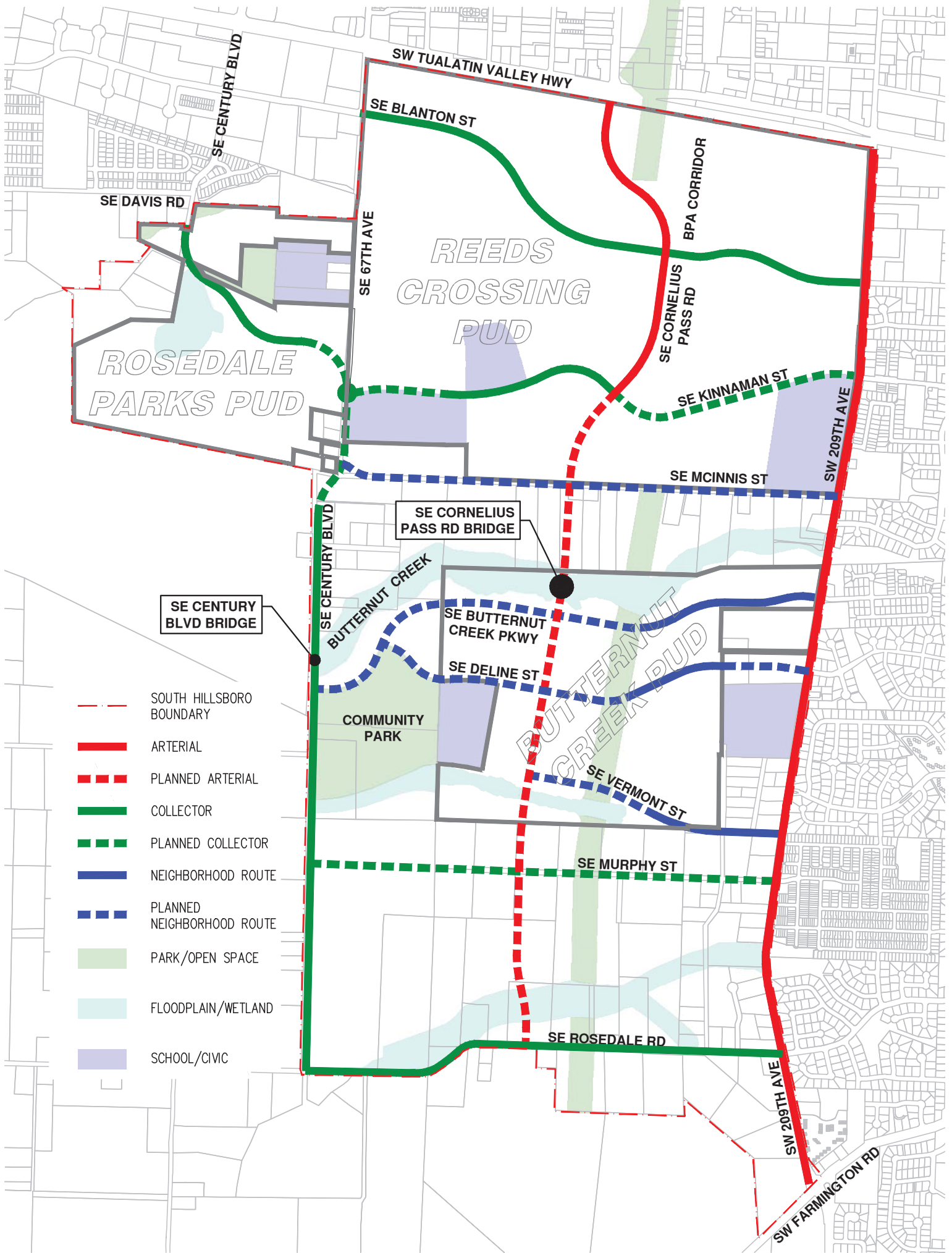
MSTIP Bonding Cost-sharing Program Projects











Adopted June 23, 2015

- 20 projects
- \$140 million

- — Years 1 - 3
- — Years 4 - 10
- — Willamette Water Supply
Draft Preferred Alignments





-  SOUTH HILLSBORO BOUNDARY
-  ARTERIAL
-  PLANNED ARTERIAL
-  COLLECTOR
-  PLANNED COLLECTOR
-  NEIGHBORHOOD ROUTE
-  PLANNED NEIGHBORHOOD ROUTE
-  PARK/OPEN SPACE
-  FLOODPLAIN/WETLAND
-  SCHOOL/CIVIC



WORK SESSION

Item #7

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Work Session Date: January 19, 2021 Length of Time Requested: 45 minutes

Title of Topic: COMPLETE STREETS DESIGN UPDATE

Department: Land Use & Transportation

Presented by: Stephen Roberts, Director;

Name(s) & Title(s) Stacy Shetler, County Engineer; Erin Wardell, Principal Planner

LIST OF ADDITIONAL DOCUMENTS OR PRESENTATIONS:

- A PowerPoint presentation
- Project overview attached

PURPOSE & DESIRED OUTCOME:

Update the Board on the Complete Streets Design Update Project in advance of the upcoming online open house, which will be launched in early February and run for at least 30 days. The BCC received a work session briefing on Aug. 9, 2019. This project, which has been underway since 2019, will result in updates to the County's Road Design and Construction Standards to incorporate multi-modal, context-sensitive design for capital projects and required developer improvements on roadways.

POLICY QUESTIONS FOR THE BOARD TO CONSIDER:

- The purpose of this project is to implement the complete streets policy language adopted in the Transportation System Plan through updates to the Road Design and Construction Standards. Do the proposed updates meet this goal?
- Does the Board have additional ideas for public outreach for this project?

(continued)

SUMMARY OF TOPIC:

The Complete Streets Design Update Project will result in updates to the Washington County Road Design and Construction Standards (Road Standards) with the intent to create more context-sensitive roadway design standards that reflect:

- The multiple land use contexts found within the County (including rural, suburban, and town center contexts);
- The many different types of road users (i.e. age and ability, different modes, ADA accessibility, freight);
- Evolving community expectations about how the road system should function for all users and the role of roads in creating a livable community; and
- Considerations for how roads can be designed to maximize multimodal throughput in light of real-world capacity constraints.

This project will also evaluate the County's current process of implementing Road Standards and determine where changes to the implementation process are appropriate. This includes a look at the Transportation System Plan (TSP) and current Road Standards, as well as other adopted documents including the Community Development Code (CDC) and Community Plans.

The County's Road Design and Construction Standards apply to roads under County jurisdiction, in unincorporated Washington County (both urban and rural), as well as County roadways within cities. They are used by County Capital Projects staff designing MSTIP and other publicly funded projects, County Engineering staff and by developers whose projects require improvements on County facilities.

This project was authorized in the Long Range Planning work program in 2019 and is managed jointly by Long Range Transportation Planning and Engineering staff. The work to date has included extensive review of the County's existing documents and processes, internal staff working groups who have reviewed the technical materials, interviews with twelve key external stakeholders and presentations to interested parties.

The next phase of the project is to share the proposed updates to the Road Design and Construction Standards with the public prior to finalizing the document for Board review and potential adoption in spring/summer 2021. The objective of the online open house and current phase of public outreach is to ask if the technical work effectively implements the policy direction of the Transportation System Plan. Specifically, we hope to learn if it effectively accommodates different types of road users while integrating flexibility for design to reflect desired land use needs based on previous public feedback.



Complete Streets Design Update

Jan. 19, 2021

Land Use & Transportation

co.washington.or.us



Background

Project authorized by 2019-2020 Long Range Planning Work Program

Coordinated effort across LUT

Presented to Board on Aug. 9, 2019, at project initiation





Background

Washington County's transportation needs have evolved over time

Desire for design standards that reflect area types and community needs

Desire to consolidate, simplify, and clarify design options for bicycle treatments by adopting into the Road Design and Construction standards





Objectives

Develop design standards that implement Transportation System Plan policies and reflect:

- Multiple land use contexts
- Different road users
- Evolving community expectations
- Multimodal throughput
- Flexibility in design speeds and lane widths

Focus on arterials and collectors in the urban/urbanizing areas





Definitions

Complete Streets are roadways designed to provide safe, accessible travel for everyone. All types of travel are equitably supported: Vehicles, pedestrians, bicycles, wheelchairs and public transportation.

The **Road Design and Construction Standards** establish the technical engineering design and construction requirements for public road and bridge improvements under Washington County's jurisdiction.

The **Transportation System Plan (TSP)** is an element of the County's Comprehensive Plan that describes the transportation system and outlines projects, programs and policies to meet its needs now and in the future.



Transportation System Plan Policies

Strategy 1.1.1 Plan, engineer, design and construct the transportation system using accepted design standards that promote safety and that provide the intended multimodal function as indicated in the TSP and the Road Design and Construction Standards.

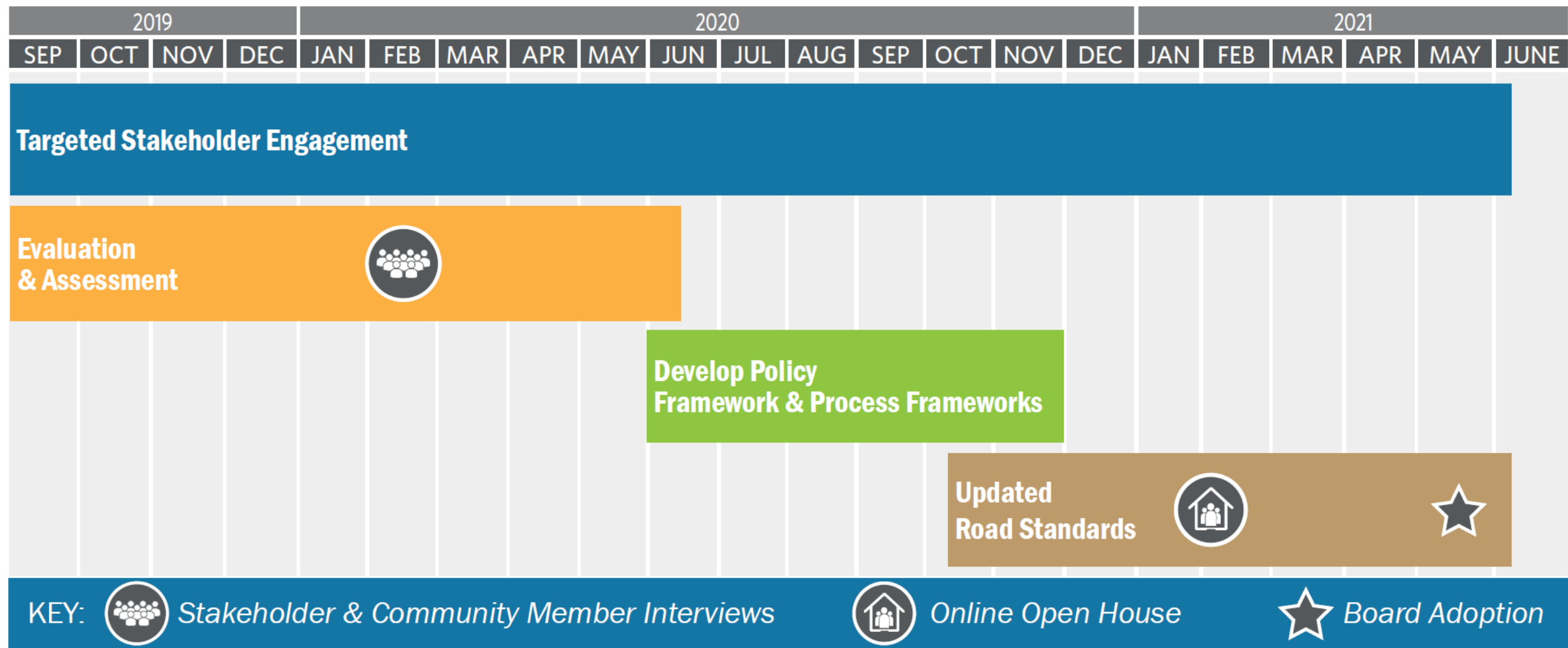
Strategy 1.1.4 Where and when practicable, separate travel modes and minimize conflicts between and within modes.

Strategy 3.3.1 Prioritize enhanced complete street and boulevard designs with wider sidewalks and a higher level of streetscape amenities within Metro 2040 Regional Centers, Town Centers, Station Communities and Main Streets, and consolidate the TSP overlay designations of these streets.

Strategy 6.1.6 Consider all abilities and travel options when planning, designing and implementing transportation improvements.



Timeline





Community Outreach

Previous:

- Project website
- 12 targeted stakeholder interviews
- WCCC TAC and WCCC presentations

Upcoming:

- Online Open House
- Community group and committee presentations
- WCCC TAC and WCCC presentations



Proposed Updates

Include Area Types for each Functional Classification

Design details vary by Area Type:

- Bicycle facility options
- Sidewalk width
- Design/target speeds
- On-street parking option
- Lane widths



Area Type: Town Center, Main Street or Station Area



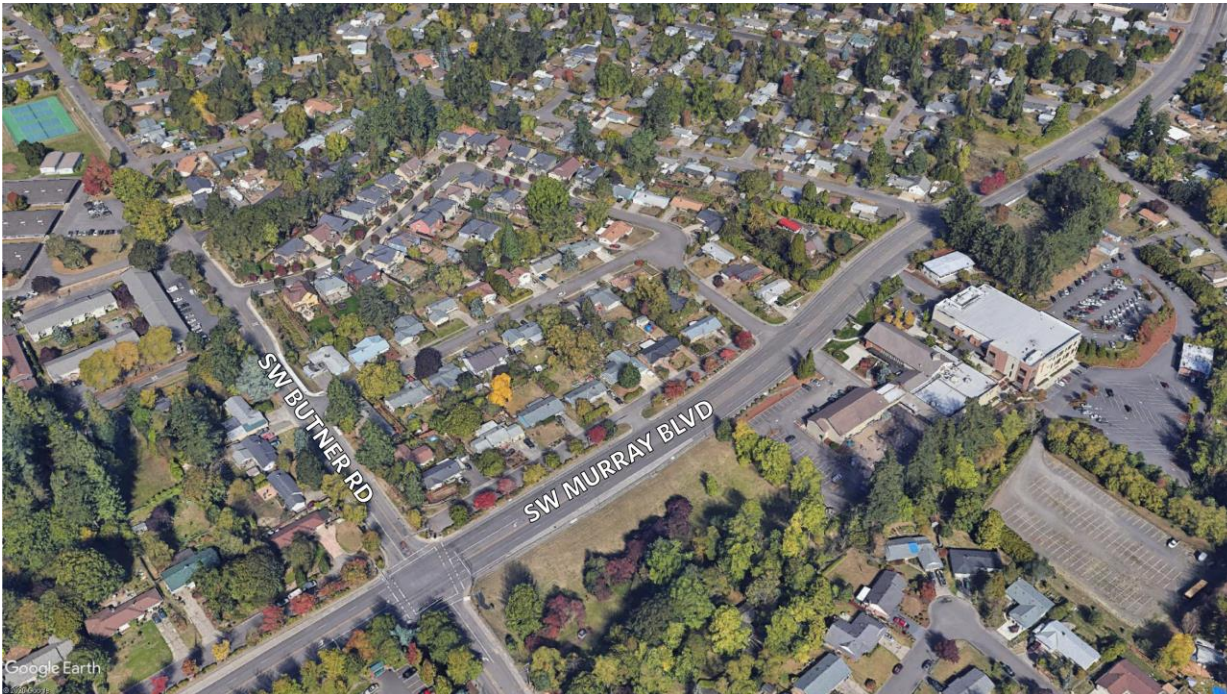
Pedestrian-friendly areas with lots of commercial or residential activity accessed by bicycles, on foot, public transportation and cars

Proposed design updates include:

- More protection for bicyclists and pedestrians
- On-street parking option
- Lower design/target speed
- Narrower vehicle lanes and median



Area Type: Other Urban



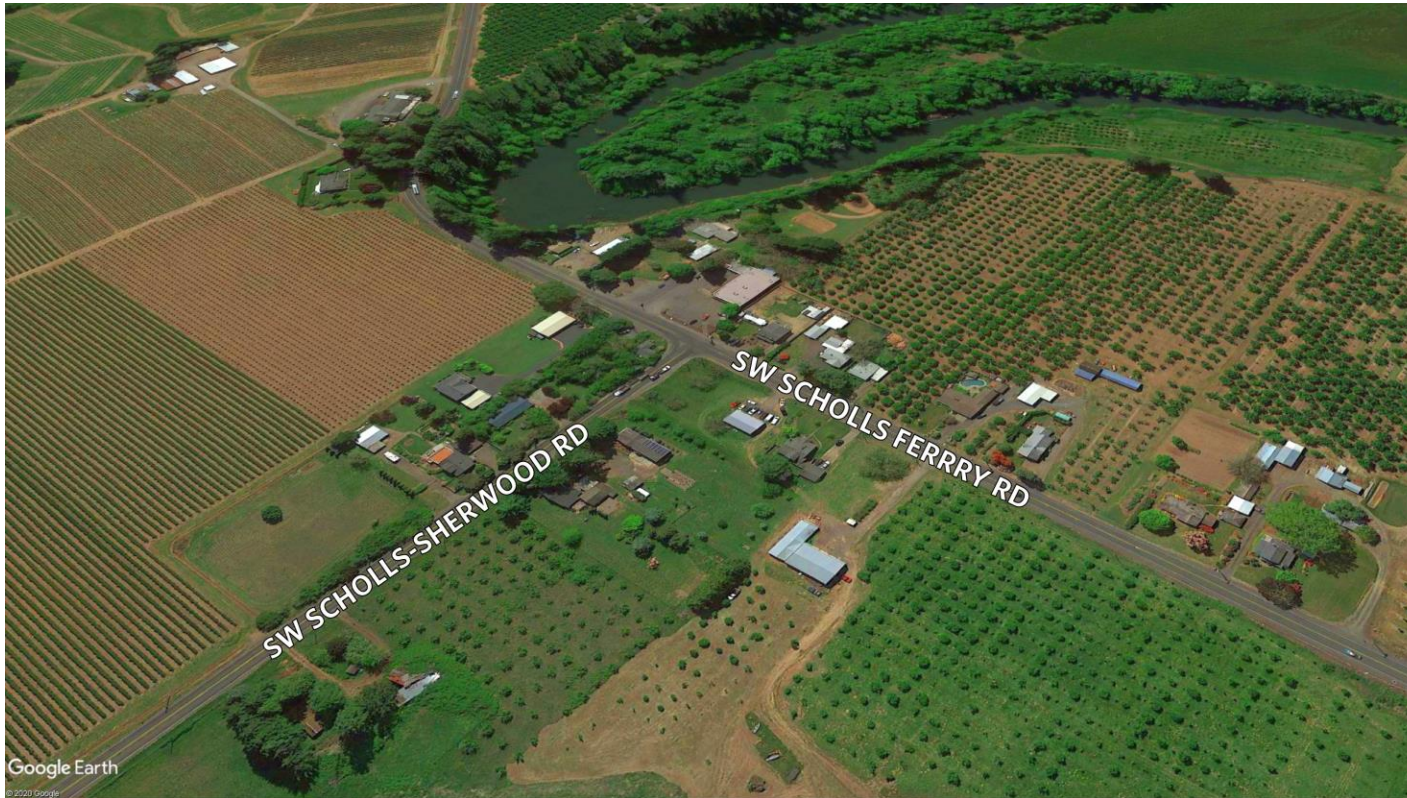
Other areas within the Urban Growth Boundary; more focused on vehicle traffic, a variety of land uses

Proposed design updates include:

- More protection for bicyclists and pedestrians
- On-street parking option for collectors
- Lower design/target speed
- Narrower vehicle lanes and median



Area Type: Rural



Farm and forest lands with small commercial areas and large residential lots

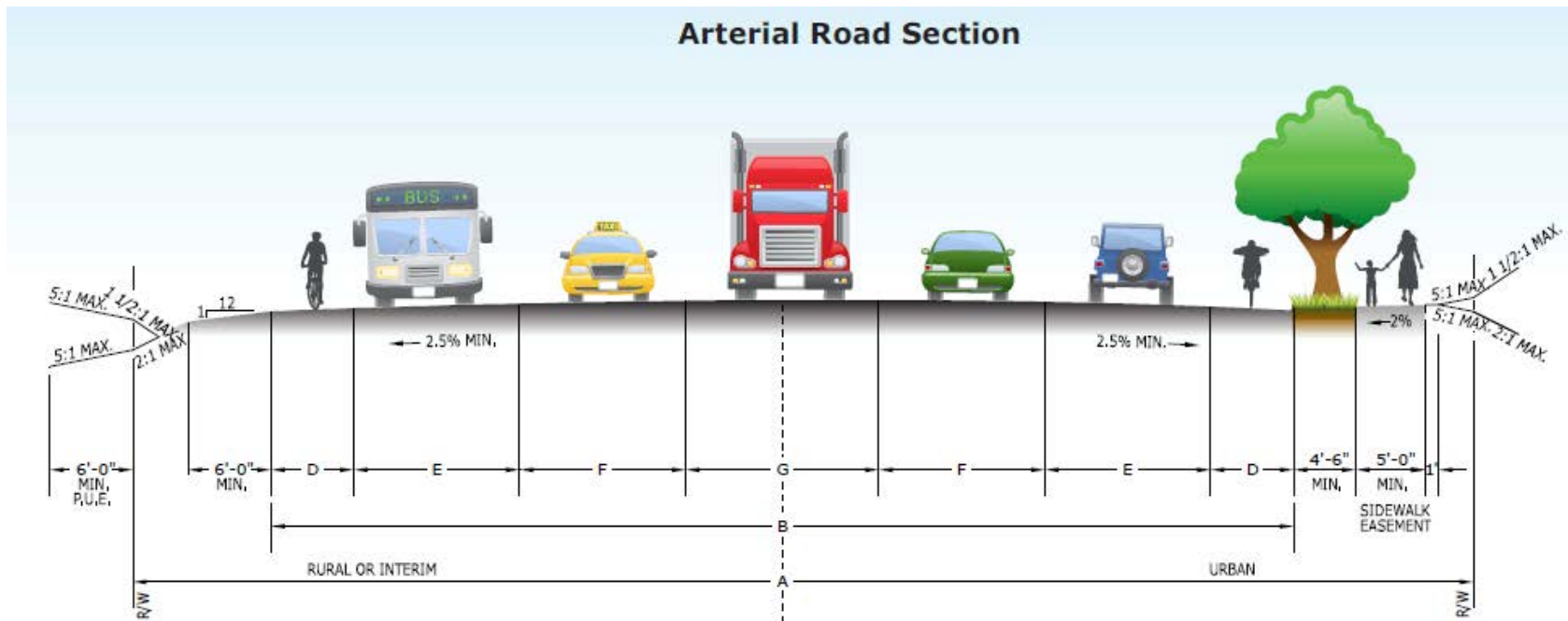
Cars, freight vehicles, slow-moving farm equipment and cyclists share the road

State planning law limits improvements in rural area

No proposed update from current standard



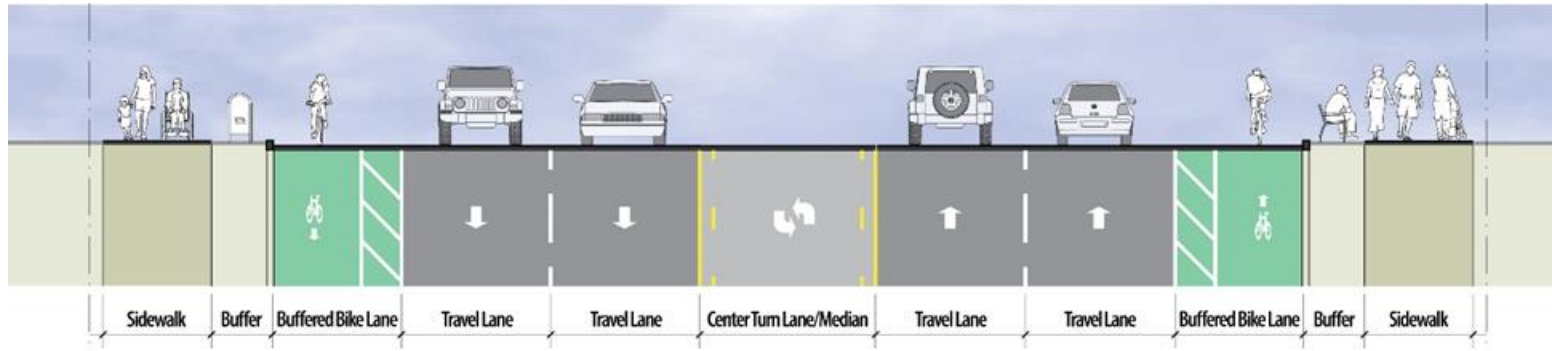
Existing Cross Section



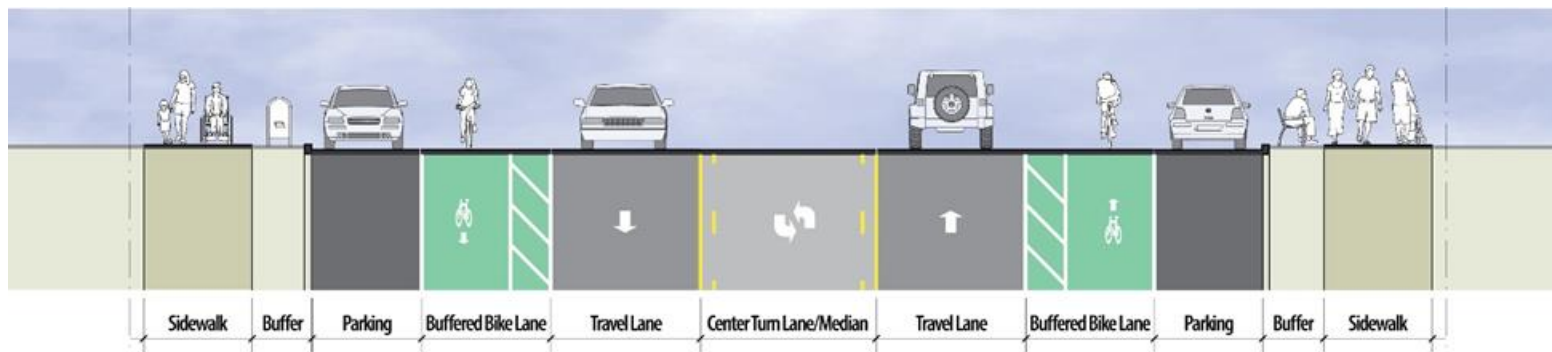
- No differentiation by area type
- 45 mph design speed
- 6-foot bike lane, no protective treatments
- 5-foot sidewalk
- 12-foot vehicle lanes
- 14-foot median
- On-street parking not allowed



Arterial: Town Center, Main Street, Station Area



5 lanes; no on-street parking

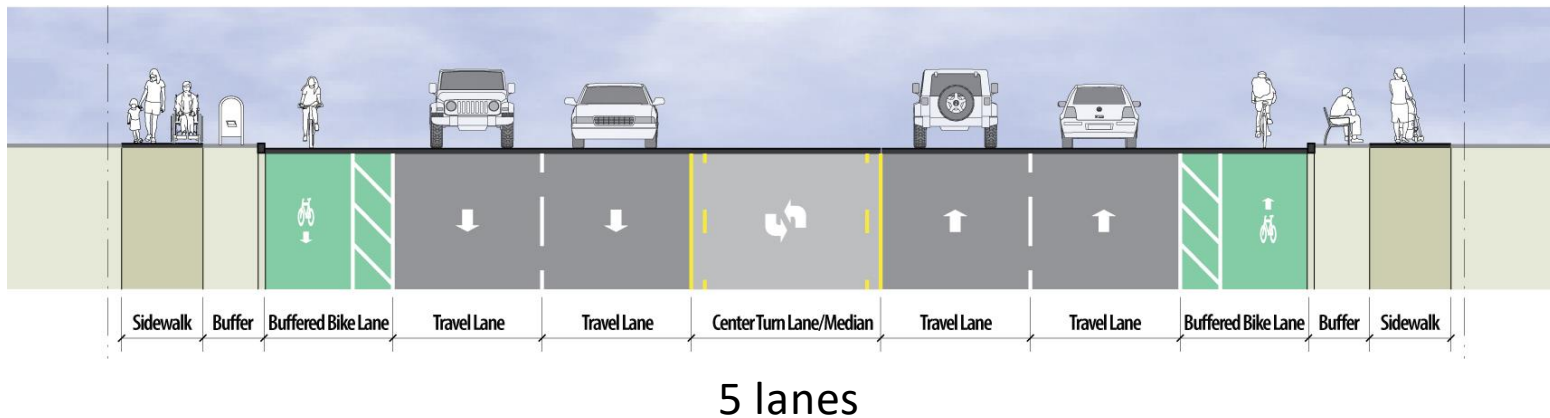


3 lanes; with on-street parking

- 30 mph design/target speed
- Buffered 6.5-foot bike lane (optional green paint)
- 8-foot sidewalk
- Buffer zone for light poles, benches, mailboxes, landscaping, etc.
- 11-foot vehicle lanes
- 13-foot median
- Option for on-street parking



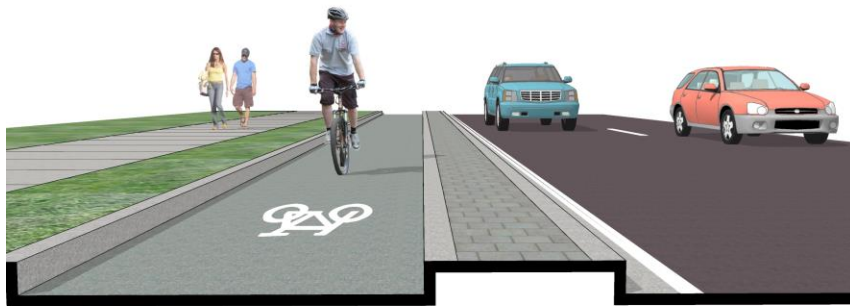
Arterial – Other Urban



- 35 mph design/target speed
- Buffered 6.5-foot bike lane (optional green paint)
- 6-foot sidewalk
- Buffer zone for light poles, benches, mailboxes, landscaping, etc.
- 11-foot vehicle lanes
- 14-foot median
- On-street parking not allowed



Protected Bicycle Facilities



- Design details for separated and protected bicycle facilities
- Provides standard options for project designers



Next Steps

Online Open House in February

Committee meetings and presentations

Final proposed updates and graphics produced

Updates will also include minor text updates and clarifications

Expected Board action in late spring



Questions

Do you agree with the selected area types?

Do you think that the proposed design updates will achieve project objectives?

Are there other groups we should engage while the online open house is active?



Project Contacts

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COMPLETE STREETS DESIGN UPDATE:

Meeting the needs of Washington County travelers

Washington County’s transportation goal is to move people and goods safely and efficiently throughout the transportation network. To achieve that goal, the County’s road design standards, plan documents and

project development process need to meet the changing community priorities and aspirations. Updating the County’s standards will result in road projects that meet these needs.

What Are Road Design Standards?

Washington County engineers, planners and private developers use road design standards to design new or improved roadways. Roadway and streetscape design elements often include right-of-way width, sidewalks, bicyclist amenities, number and width of travel lanes, intersection controls, street lighting and landscaping.

The County’s Transportation System Plan (TSP) and the Community Development Code (CDC) also play a role in shaping roadway design. This project will likely include updates to these key documents.

What are Complete Streets?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for users of all ages and abilities, including people walking, biking, rolling, riding transit and driving. There is no singular design prescription for Complete Streets; each one is unique and responds to its community context.

The project will consider:

- Land use types:** Roadway designs can be flexible to reflect different land uses. Rural, suburban, main streets, industrial, and urban residential areas require appropriate road and streetscape standards that reflect the needs of users of those places.
- Road users:** Road design standards can be sensitive to the needs of users of all ages and abilities.
- Modes of travel:** Roadway guidelines should take into account our multimodal transportation system, including cars, trucks, motorcycles, buses, pedestrians, bicycles, wheelchairs, etc.
- Implementation:** Procedures used to implement road design standards will be examined to determine where improvements could be made and if documents need to be updated.

SUMMER 2018

Initial staff work to Develop Request for Proposal (RFP)

SPRING 2019

RFP released and consultant selected

SUMMER 2019

Consultant under contract; scope, schedule and budget refined

SUMMER 2019– WINTER 2020/2021

Technical work and public outreach conducted

LATE SPRING/ SUMMER 2021

Filing of updated Road Standards and associated TSP/CDC ordinances for Board of County Commissioners consideration



Background

Washington County roads must follow guidelines established through the following plans and policies:

- **Road Design and Construction Standards (Road Standards):** The technical engineering design and construction requirements for County roads.
- **Transportation System Plan (TSP):** Established policies, projects and programs for transportation system improvements and operations to meet the County's transportation goals and objectives.
- **Community Development Code (CDC) and Community Plans:** Established policies and processes for developers building roads as part of land development projects.
- **Bicycle Facility Design Toolkit:** Supplements Road Standards and provides design options to address bicycle safety and comfort.

These plans are implemented in tandem to balance transportation, mobility, safety and livability in Washington County communities.

Public engagement

Public and stakeholder comments will play a critical role in this project. Stay tuned for upcoming public engagement opportunities, including CPO meeting presentations and open houses, both in person and online. Visit www.WashCoRoadDesign.org for more information and to sign up for the mailing list.





WORK SESSION

Item #8

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Session Date: January 14, 2021 Length of Time Requested: 45 minutes
OFFICE OF EQUITY, INCLUSION AND COMMUNITY ENGAGEMENT
Title of Topic: QUARTERLY REPORT
Department: CAO
Presented by: Latricia Tillman, Chief Equity and Inclusion Officer
Name(s) & Title(s) _____

LIST OF ADDITIONAL DOCUMENTS OR PRESENTATIONS:

OEICE Quarterly Report Power Point

PURPOSE & DESIRED OUTCOME:

Per the equity resolution, Chief Equity and Inclusion Officer will deliver quarterly reports to the Board on the progress of implementing this resolution and ongoing DEI efforts.

POLICY QUESTIONS FOR THE BOARD TO CONSIDER:

None at this time

SUMMARY OF TOPIC:

The presentation will cover preliminary orientation to the Office of Equity, Inclusion and Community Engagement, initial actions taken by the Chief Equity and Inclusion Officer, and update on Community Engagement, and action planned in 2021.



Office of Equity, Inclusion and
Community Engagement

Overview

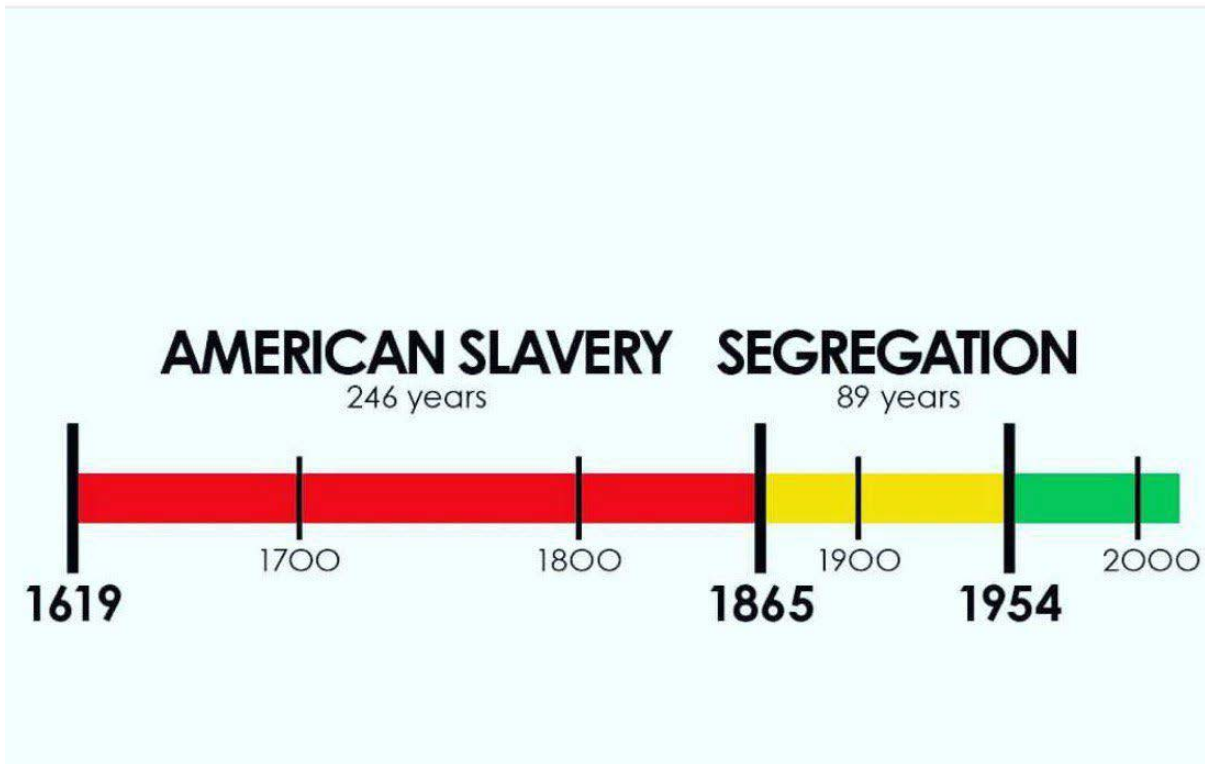
September - December 2020

Office of Equity, Inclusion and Community Engagement

co.washington.or.us



Context



"The beauty of anti-racism is that you don't have to pretend to be free of racism to be an anti-racist.

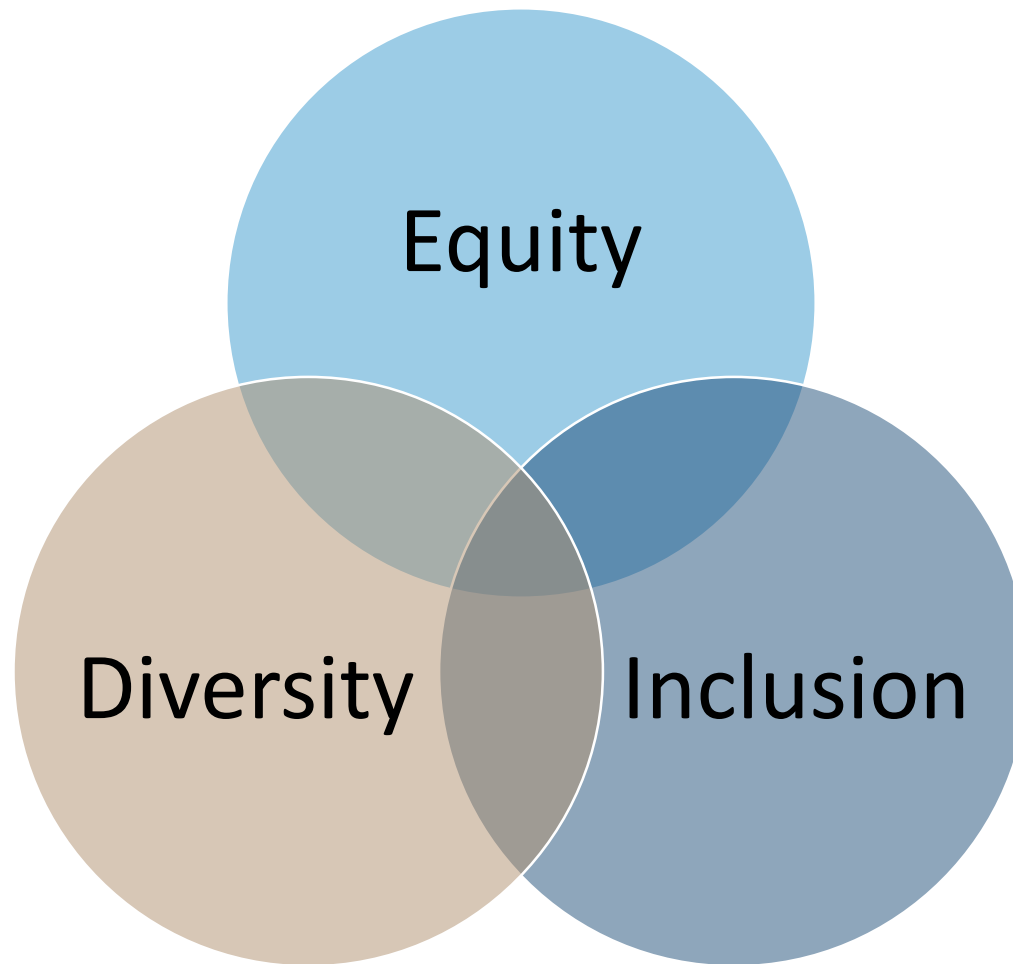
Anti-racism is the commitment to fight racism wherever you find it, including in yourself.

And it's the only way forward."

—
IJEOMA OLUO



Context



Office of Equity, Inclusion and Community Engagement



OEICE Preliminary Activities



Short term action items (September – December):

- Preliminary Title VI and Title VII Assessment
 - Limited English Assistance Policy, Procedure, Plan
 - Discrimination and Harassment (Title VI and Title VII) Procedures
 - Title VI Plan Update
- Assessment of Departmental EDI efforts
 - Orientation to workgroups and diversity committees
- Assessment of Community Engagement efforts
- Native American Heritage Month



Short term action items (September – December):

- Title VI progress:
 - Board adopted the Limited English Assistance Policy and Procedure
 - Identified LEAP and Title VI point people for departments
- Diversity Support for Strategic Recruitments
- COVID-19 support for equity strategies



OEICE Team



OEICE Team:

The Office is staffing up to provide leadership in the following functional areas:

- Federal Civil rights compliance including:
 - Title VI: Client Civil Rights
 - Title VII: Equal Employment Opportunity and Affirmative Action
 - Americans with Disabilities Act (ADA):
- Community Engagement
- Employee affinity group policy
- EDI data analysis and reporting



OEICE Team:

Hiring Update:

- Equity Data Analyst (recruitment closed 12/13/20; currently in interviews)
- Supplier Diversity Coordinator (recruitment closed 12/27/20, currently in SME review)
- Civil Rights Compliance Coordinator (position closes 1/24/21)
- Equity Policy Manager (position closes in February)



Community Engagement



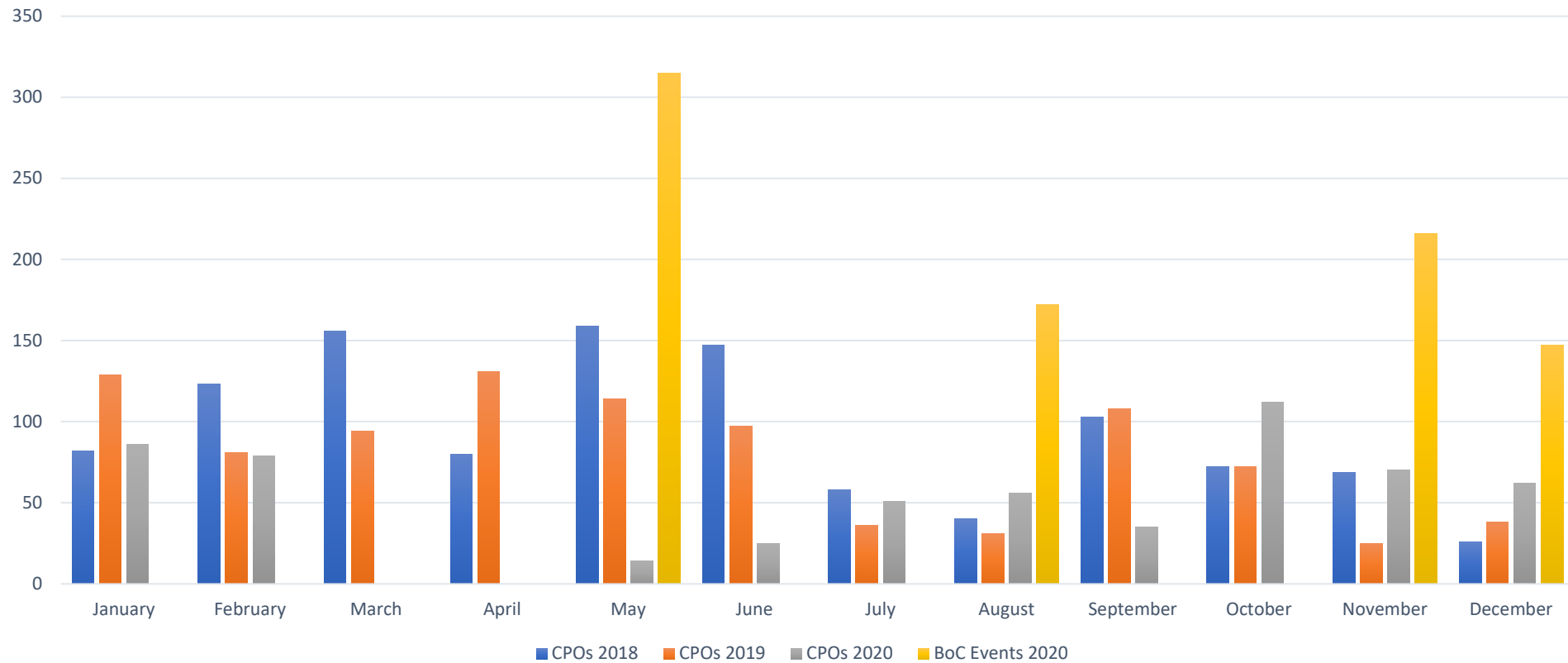
Team: Community Engagement

Board Engagement Events



Team: Community Engagement

CPO/BoC Engagement Touchpoints 2018 - 2020





Team: Community Engagement

Boards and Commissions



Team: Community Engagement

Of the 953 total applicants/appointees to B&Cs, 87% did not provide demographic data.



Team: Community Engagement

Year of Birth

At the time of application, the following years of birth were listed:

	Applicants/ Appointees ever	Current Appointees
1930s	3%	3%
1940s	12%	10%
1950s	19%	18%
1960s	26%	28%
1970s	28%	29%
1980s	11%	9%
1990s	1%	2%

Race/Ethnicity

At the time of application, the following races were listed:

	Applicant/ Appointees Ever	Current Appointees
Asian	5%	4%
Black	6%	7%
Latinx	7%	6%
2+ races	4%	3%
White	79%	80%



Team: Community Engagement

Civic Leaders

- Completed the 5th cohort in September, which was modified due to COVID to be a 2.0 Civic Leadership curriculum.
- 80 people have completed Civic Leaders since 2018.
- Of the 80 people, 12 (15%) of 14 applicants have applied and been appointed to serve on County Boards and Commissions.
- 2 (3%) Civic Leaders serve on B&C of other jurisdictions or in elected office elsewhere.



Looking forward: 2021



Looking Forward: OEICE Team

Timeline:

	2020			2021			
	Oct	Nov	Dec	Jan	Feb	Mar	Apr
OEICE Recruitments							
Equity Data Analyst	Position development	Recruitment	Interviews	Hiring and onboarding	Orientation and team building	Orientation and team building	Orientation and team building
Supplier Diversity Coordinator	Position development	Position development	Recruitment	Interviews	Hiring and onboarding	Orientation and team building	Orientation and team building
Civil Rights Coordinator	Position development	Position development	Position development	Recruitment	Interviews	Hiring and onboarding	Orientation and team building
Equity Policy Manager	Position development	Position development	Position development	Recruitment	Interviews	Hiring and onboarding	Orientation and team building
	Position development	Position development	Position development	Recruitment	Interviews	Hiring and onboarding	Orientation and team building
OEICE Team Building							
Community Engagement, CAO, GR, Equity Staff	No activity	No activity	Orientation and team building	Orientation and team building	Orientation and team building	Orientation and team building	Orientation and team building

Color Key

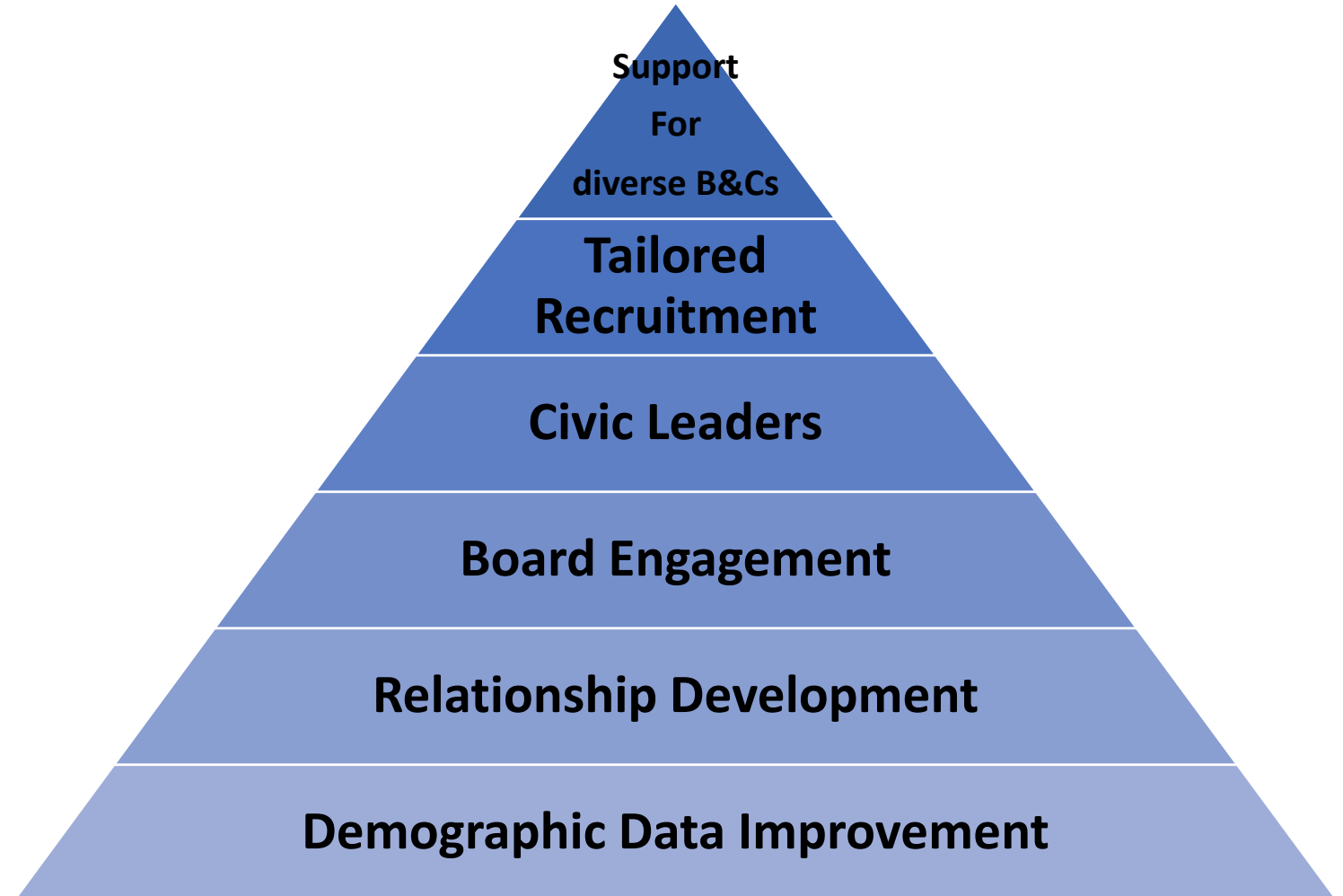
No activity	Position development	Recruitment	Interviews	Hiring and onboarding	Orientation and team building
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Looking Forward: Community Engagement

Vision for Community Engagement 2021

- Training for Liaisons, Board, Commission and Community Participation Organization (CPO) leads and members; support and tailored training for culturally diverse recruits
- Tailored, culturally specific recruitments for CPOs, Boards and Commissions (B&Cs)
- Expand pathways for diverse civic leadership
- Support Board engagement efforts
- Build out and develop culturally specific relationships and networks
- Address demographic data gaps for B&C members





Looking Forward: Structure

Managing implementation of Washington County's equity, diversity, and inclusion (EDI) and community engagement strategies

- Internal Equity Leadership Council;
 - Orientation to Countywide Equity Team and Departmental Equity Teams
- External Communities of Color Advisory Board
 - Connecting to community partners
- EDI Strategic Plan for Washington County (August 2021)
 - Focus on workforce pipeline and supplier diversity




Looking Forward: Structure

Timeline:

	2020			2021											
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Equity Leadership Council															
Meetings															
Equity Committees															
Meetings															
Report to Equity Leadership Council															
Committee on Racial Equity															
Meetings															
Report to Equity Leadership Council															
OEICE Quarterly Board Report															

Color Key

 Meetings/board reports



Looking Forward: Workplan

This list represents an initial scope of Q1 work anticipated for involvement and prioritization by the Equity Leadership Council:

Civil Rights

- LEAP Procedure implementation and Plan development
- Title VI Plan Update
- Bilingual Pay Policy Update

Diversity & Inclusion Best Practice

- Affinity Group Policy



QUESTIONS ?

CLEAN WATER SERVICES BOARD OF DIRECTORS

Work Session Date: January 19, 2021 **Length of Time Requested:** 10 minutes
Title of Topic: CWAC RECRUITMENT UPDATE
Department: Clean Water Services: Government Affairs
Presented by: Mark Jockers, Government & Public Affairs Director
Name & Title

LIST OF ADDITIONAL DOCUMENTS OR PRESENTATIONS

- Clean Water Services Advisory Commission (CWAC) Membership Summary

PURPOSE & DESIRED OUTCOME

- Review the two CWAC member positions Clean Water Services is recruiting to fill.
- Review other positions that are due to open in 2021.
- Direct staff to begin recruitment for the District 1 position and continue recruitment for the Agricultural representative 2 position until filled.

POLICY QUESTIONS FOR THE BOARD TO CONSIDER

None.

SUMMARY OF TOPIC

Clean Water Services has two open positions on CWAC — the District 1 representative and the Agriculture representative 2.

- **District 1 representative:** The term for this position runs through September 2024. Commissioner Nafisa Fai formerly served as the District 1 representative and stepped down upon her election to the Washington County Commission.
- **Agricultural representative 2:** The term for this position runs through September 2023. The Board previously directed staff to recruit for this position and staff is working with stakeholders to bring a candidate forward.

Staff will begin recruitment and bring candidates back to the Board of Directors for consideration in March 2021.

Each CWAC term is four years and approximately a quarter of the terms expire each year. The following terms will expire and require Board appointment in September 2021:

- At-Large District representative
- District 2 representative
- Agriculture representative 1
- Builder representative 2

Staff will return to the Board in August to discuss recruitment for these positions.

CWAC Membership Summary 2021

Description The members of CWAC are appointed by the Board of Directors to review, discuss and make recommendations to the Board on major policy issues and programs.

- Five from neighborhoods as defined by Board member districts
- Two owners or managers of businesses other than land development or construction
- Two from the builder/developer community
- Two from environmental organizations
- Two from agricultural interests
- One nonvoting member of Clean Water Services management staff
- One nonvoting member representing cities within Clean Water Services district boundaries

Length of Term The bylaws contained in Resolution and Order 12-1 established term expiration dates regardless of date of appointment, whereby approximately a quarter of the CWAC terms will expire each year. Each term is four years.

Vacancies District 1, Agriculture Rep 2

CWAC Members

Name	Position	Term Expires	Appointed	First appointment
Molly Brown	District 2	09/30/21	02/27/18	11/27/07
John Jackson	Agriculture Rep 1	09/30/21	02/27/18	12/03/13
Art Larrance	At-Large District	09/30/21	02/27/18	12/04/12
Matt Wellner	Builder Rep 2	09/30/21	02/27/18	10/04/16
Tony Weller	Builder Rep 1	09/30/22	12/04/18	02/26/08
Stu Peterson	Business Rep 2	09/30/22	12/04/18	10/04/16
Lori Hennings	Environmental Rep 2	09/30/22	12/04/18	12/03/13
Andy Duyck	District 4	09/30/22	12/04/18	12/04/18
Mike McKillip	District 3	09/30/23	12/03/19	02/21/12
Terance Song	Business Rep 1	09/30/23	12/03/19	12/03/19
Vacant	Agriculture Rep 2	09/30/23		
Jan Wilson	Environmental Rep 1	09/30/24	09/01/20	09/01/20
Vacant	District 1	09/30/24		

Nonvoting Members

Diane Taniguchi-Dennis, Clean Water Services CEO

District's Representative

Sherilyn Lombos, City of Tualatin

Member City Representative

Joseph Gall, City of Sherwood

Alternate Member City Representative