

Joint Interim Committee on Transportation Preservation and Modernization
Meeting Summary – North West Area Commission on Transportation working lunch, Hillsboro tour
Monday, September 19, 2016

Members Present: Sen. Beyer, Co-Chair; Sen. Boquist, Sen. Edwards, Sen. Monroe, Sen. Winters; Rep. McKeown, Co-Chair; Rep. Bentz; Rep. Lively; Rep. McLain, Rep. Smith-Warner.

Visiting Legislators Present: N/A

Members Excused: Sen. Girod, Rep. Olson, Rep. Smith

Working Lunch with Members of North West Area Commission on Transportation

Committee members shared a networking lunch with members of the North West Area Commission on Transportation (NWACT). Welcoming remarks were provided by Susan Morgan, member of the Oregon Transportation Commission (OTC). Other attendees included: Don Odermott, City of Hillsboro; Rosemary Lohrke, Columbia County, NWACT; Mary McArthur, NWACT; Lonny Welter, Columbia County, NWACT; Bob Mushen, Astoria Port, NWACT; Kathy Kleczek, NWACT; Liane Welch, Tillamook County, NWACT; Lianne Thompson, Clatsop County, NWACT; Michael Summers, Clatsop County, NWACT; Henry Heimuller, Columbia County, NWACT; Mark Labhart, NWACT; Gary Stockoff; Dave Hunnicutt, Oregonians in Action; Karmen Fore and Mark Ellsworth, Governor's Office; Tom Messenger; Dave Nelson; Mike Schroeder, Sonny Chickering, Leah Craft and Matt Garrett, Oregon Department of Transportation; Ken Rehms, DOWL; Lindsey O'Brien, Speaker of the House's Office; Pamela Fitzsimmons, Staff for Sen. Johnson and Nicole Stoenner, Staff for Rep. McLain.

Hillsboro Tour

The Committee boarded a Tri-Met bus at the Hillsboro Civic Center for a tour of regional transportation facilities. Welcoming remarks were provided by Oregon Transportation Commission member Susan Morgan, Washington County Commissioner Roy Rogers, and City of Hillsboro Mayor Jerry Willey, who discussed the itinerary for the tour and emphasized the rapid population growth, economic growth and transportation projects occurring in the region.

Mayor Willey provided statistics on the growth occurring in the City of Hillsboro and infrastructure needs required to handle the changing landscape of Hillsboro. The City of Hillsboro is currently the 5th largest city in Oregon at 97,000 residents, but at current growth rates it is projected the population will reach 102,000 within a few years. He addressed the economic drivers in Hillsboro and throughout Washington County, including the large scale investment from the technology sector with Intel, Genentech, and Nike and the reliance of those employers on reliable transportation networks. In addition, he explained the major transportation routes in and out of the area, the importance of multimodal methods of transportation and current traffic burdens on each roadway. He identified the Tualatin Valley Highway (TV Highway), as

the primary east–west highway; U.S. Route 26; the major east–west roads: Cornell Road and Main Street / Baseline Road and the major north–south routes are Oregon Route 219 / 1st Street, 10th Street / Cornell Road, Cornelius Pass Road, and Brookwood and the easternmost north–south route, 185th Avenue, borders Beaverton and runs between the Tanasbourne Town Center and the rest of Hillsboro. Both Mayor Willey and Rian Windsheimer, Region 1 Manager, Oregon Department of Transportation addressed the past, present and future transportation projects that are occurring in Washington County including the TV Highway and 185th Safety Project; Brookwood Parkway widening project; and the Highway 26/Brookwood interchange project.

Rosedale Elementary School

Major Jerry Willey described the city’s largest residential development project that is moving forward at the intersection of TV Highway and SW 229th. The new community will add 20,000 residents in 8,000 residential units and will include shopping and commercial centers, trails and parks infrastructure. He addressed the \$300 million public/private financing partnership for the new development and the structure of the financing would result in it paying for itself. He explained the role of the unique Major Streets Transportation Improvement Program (MSTIP) in funding projects in Washington County. Moreover, he addressed the necessary multimodal transportation improvements that will be needed to accommodate the increased population, including improvements TV Highway, sidewalks and bike paths, Tri-Met service and the rail crossing adjacent to TV highway.

Mike Strande, Principal of Rosedale Elementary School, provided the Committee with the history of Rosedale Elementary, a \$21 million school that opened in 2009 with a capacity of 600 students. The school currently has approximately 330 students, and became the first school in the district to reach LEED certification when it earned Gold status in February 2010. He explained the relationship of the school to the new development project occurring on SW 229th and anticipates it being the primary school for residents. As the newest school in the district, he addressed the lack of safe multimodal transportation infrastructure for parents bringing their children to the school including safe bike and walking routes. Thus, most children, even those whom live within the bussing boundary, are driven to school.

Neil McFarlane, General Manager, Tri-Met, reviewed the Westside Service Enhancement Plan (WSEP) – the Tri-Met strategy for transit service investments throughout the communities of Washington County. He explained how WSEP proposes to improve transit connections between growth areas on the Westside, including improved service frequency, transit in difficult-to-reach areas and more safe crossings. One of the first improvements will occur this fall with the route and frequency on Line 47- Baseline/Evergreen and Line 48 – Cornell.

Noel Mickelberry, Executive Director, Oregon Walks, discussed the importance and challenges of improving walking, biking and transit access as transportation options in an area that has grown dramatically in population within the past twenty years with a growing and thriving economy. She explained the Safe Routes to School programs and need for continued funding of non-infrastructure and infrastructure programs in Hillsboro and throughout the state. In particular, she pointed out the lack of safe multimodal travel routes to Rosedale Elementary and that additional development requires safe walking and cycling infrastructure for communities.

Committee questions and comments for this panel included: when the first student from the new development are expected to enroll at Rosedale; and whether any of the planned 8,000 residential units would be affordable housing;

US 26 Brookwood Interchange

Rian Windsheimer, Region 1 Manager, Oregon Department of Transportation, gave an overview of the NW Helvetia Road/Brookwood Parkway interchange project, which is the primary entry point for the Hillsboro/Washington County high-tech employment center. He explained how the new loop exit ramp, additional lanes and extend northbound right turn lane have improved traffic flow and safety.

Pam Treece, Executive Director, Westside Economic Alliance, addressed the unprecedented job and population growth in Washington County and the projected growth the county will continue to experience over the next ten years. She addressed the impact of growth on traffic, congestion and the ability of companies to move goods and freight to market. She identified the work of Washington County to meet their transportation needs citing the MSTIP and the 130 multimodal projects that the County has invested in to improve cars, public transit, freight and pedestrian mobility. Citing the Westside Economic Alliances support, she urged the Committee to pass a substantial transportation package to support the continued growth in the County and the demands it places on the current transportation infrastructure.

Carly Riter, Intel, discussed the importance of the project from Intel's perspective and that of all of the technology industries located in the area. She explained the financial significance to these companies of having reliable, dependable and non-congested transportation routes, as vendors and suppliers have time-sensitive deliveries to the companies in Washington County and the airport, etc. She addressed how Intel has worked in partnership with City of Hillsboro and Washington County to improve and build access roads to ease congestion for employees traveling into the county. Moreover, she identified efforts by Intel to incentivize employees to carpool, bike or take transit to the campuses in Hillsboro.

Committee questions and comments for this panel included: whether the West Side Economic Alliance supports or opposes Ballot Measure 97; whether the West Side Economic Alliance will support a transportation funding package in 2017 and, if so, what type of funding options and what size package it would support.