



MEMORANDUM

To: Margi Bradway, Deputy Director of Planning, Metro
Andy Shaw, Director of Government Affairs, Metro

From: Brad Choi, Transportation Planner
Gregg Snyder, Transportation Planning Supervisor

Date: March 11, 2020

Subject: Metro Transportation Funding Task Force: Tier 2 Questions
Sunset Highway Corridor Study – City of Hillsboro

1. What's the commitment of the state, or other funds that are being leveraged to support this planning process?

The \$1.3 million in requested Metro funds will be matched with an additional \$1.2 million of committed funds that are being leveraged to support this study. This amount includes approximately \$1 million from the Oregon Department of Transportation (ODOT) with support from the Governor's office, and \$100,000 each from Washington County and the City of Hillsboro.

2. The proposal covers a wide geographic area. Who are the partners that you anticipate working with you on this study?

We don't anticipate the study to start until 2022, so many details about the study have not been worked out. Despite this, we expect the study to be a collaborative process that takes in a wide variety of viewpoints from community leaders, transportation experts, elected officials and the community at large. As such, we welcome all partners who are concerned about the future of the US 26 corridor. If our request for \$1.3 million dollars in study funding is successful, Metro will become the newest committed funding partner in the study.

In addition to the three committed funding partners — Oregon Department of Transportation (ODOT), Washington County, and the City of Hillsboro — we would expect cities (Portland, Beaverton, Cornelius, Forest Grove, etc.), counties (Multnomah County and Columbia County), TriMet, the Port of Portland, community groups, business groups, and neighborhood groups surrounding the corridor to be involved.

3. Have you looked at focusing specifically on transit investments in the corridor?

City staff have evaluated more than a dozen potential transit service alternatives in the US 26 corridor over the last year. The leading transit service alternative is a limited stop, high-speed express bus route connecting Forest Grove to downtown Portland with stops in downtown

Cornelius, downtown Hillsboro, the North Hillsboro Industrial Area, the Amberglen Regional Center, Tanasbourne and the Sunset Transit Center.

City staff have also been exploring complimentary transit elements very similar to the Enhanced Transit Corridor (ETC) projects included in many of the Tier 1 corridors. Priority freeway on-ramp treatments and buses driving on the shoulders of US 26 have the ability to increase the number of daily rides by more than 20%. Staff have investigated a complimentary park and ride component to the express bus service which shows a consistent demand for more than 1,800 park and ride spaces in the corridor.

4. Does this study include examining bicycle mobility and safety?

We expect the study will examine bicycling and walking alternatives to provide a safe network for users along the US 26 corridor. Currently there is a separated bicycle pathway along portions of Sunset Highway through Sylvan Hill, which ends at approximately Highway 217. This study is an opportunity to evaluate alternatives to develop additional low-stress, separated, and connected bicycle and pedestrian facilities similar to this bike path to serve users along the Sunset Highway Corridor.

5. How could this investment leverage other regional and local investments? (Consider transportation as well as housing, parks and nature, and other priorities).

As mentioned before, the requested \$1.3 million in planning funds is leveraged by the addition of \$1 million from the Oregon Department of Transportation, \$100,000 from Washington County, and \$100,000 from the City of Hillsboro.

The goal of the corridor study is to identify a series of transportation investments that, over time, will help achieve the Task Force values, such as improving safety, making it easier to get around, supporting resiliency, decreasing greenhouse gas emissions, and supporting economic growth. Today, there is not a regional consensus about how to improve mobility in the US 26 corridor. Hopefully, this planning process will lead to such a consensus and a joint plan for action.

6. If you aren't able to get the full requested amount, are there phasing opportunities?

No, not really. The \$1.3 million requested could be contributed over the course of 2 – 3 years, but other phasing opportunities are limited since the corridor study will last for a relatively short period of time.

7. Will this study include consideration of a potential new road connection across Forest Park?

Due to federal and state regulations, we do not believe a new surface road can be constructed across Forest Park and as such City staff are not contemplating adding one as a potential transportation solution. A new surface road across Forest Park is not listed as a potential solution to be studied in Chapter 8 (Section 8.2.4.6) of the currently adopted Metro *2018 Regional Transportation Plan (RTP)* and we have not had any public requests to add a new surface road across Forest Park to the study.

We do note that Chapter 8 (Section 8.2.4.6) of the currently adopted Metro *2018 Regional Transportation Plan (RTP)* includes a discussion of 16 potential transportation solutions that should be studied ranging from small traffic operations fixes to large infrastructure solutions. One of the largest and probably most expensive potential solution listed is “a new multimodal tunnel under Forest Park connecting to US 30 and the North Willamette Freight Bridge.”

The concept of a tunnel under the West Hills is not new. Today, there are five tunnels under the West Hills—twin tunnels for vehicles, twin tunnels for light rail, and one for freight rail. The twin tunnels under Washington Park and the Oregon Zoo serve the MAX Blue and Red Line. These twin MAX tunnels began operations over 20 years ago and are now an integral part of the region’s transportation system, providing mobility to and from Washington County and direct access to destinations in Washington Park, while having no impact to the surface operations of the park above.

8. Would the proposer be open to explicitly putting a parameter on the study to exclude roads/road expansion through Forest Park even if they examine impacts of various Highway 26 options on side roads such as Cornelius Pass? If not, why?

Since we don’t believe that a new surface road can be constructed across Forest Park we concur that it is not a realistic transportation solution to the problems in the US 26 corridor.

However, Forest Park already contains two major roadways, NW Germantown Road and NW Cornell Road, that combined carry tens of thousands of trips that are diverting from US 26 every day due to congestion. These roadways are substandard with no bicycle lanes, no parallel pedestrian paths, no lighting, no crosswalks, insufficient parking at park trailheads and steep, winding grades. At this point we have difficulty prematurely discarding what might be important infrastructure and safety upgrades to these facilities, especially since these types of improvements have been requested for years by residents who live in the immediate surrounding area.

Hillsboro is only one of the committed funding partners in this study but when the study starts in 2022 we will be happy to relay the Task Force’s thoughts, ideas, visions and values to the larger study team and the community at large.



October 31, 2019

Co-Chair Jessica Vega Pederson
Co-Chair Pam Treece
T2020 Task Force Members
Metro
600 NE Grand Avenue
Portland, OR 97232

**RE: Get Moving! Funding Measure
Sunset Highway Corridor Study**

Dear Co-Chairs and Task Force Members:

Thank you for the opportunity to participate on the transportation funding task force and provide this proposal for a potential Sunset Highway Corridor Study as part of the proposed regional transportation investment measure. On behalf of the Hillsboro City Council, our residents and our 78,000 person workforce we respectfully request that this corridor study be included in the final regional transportation investment measure.

US 26 has been a growing priority corridor of concern for the City and its traded sector industries that form the heart of Oregon's economic engine. Lack of freight movement reliability continues to erode industrial production competitiveness both for existing business retention and expansion of key industries. Leading businesses have taken their concerns to the Governor's office seeking support for solutions in order to justify continued expansion of investments in the Region. The lack of direct single-seat transit service to the North Hillsboro employment area, home to over 50,000 workers, has resulted in a highly vehicle dependent workforce exacerbating the mobility challenges of this corridor. Coupled with impacts cascading west from the I-405 interchange and queue spillbacks emanating from the I-5 bridge over the Columbia River, this corridor now experiences 13.5 hours of congestion every weekday and multiple hours of congestion on weekends. Solutions are not simple and must include evaluation of an array of creative multi-modal alternatives. Metro has reflected the need to study this corridor by its inclusion in Chapter 8 of the Regional Transportation Plan; the location of unsolved priorities for study within the Region.

For the last two years the City has partnered with the Governor's Office, the Port of Portland, Metro, Washington County, the Oregon Department of Transportation and others to initiate a corridor study to examine the future of US 26. The corridor study will evaluate the facility's current performance and challenges and identify potential solutions to improve freight reliability and mobility, commuter mobility, transit ridership and ultimately reduce greenhouse gas emissions. With support from the Governor's Office, the Oregon Department of Transportation has pledged nearly \$1 million dollars to study the corridor, matched with Hillsboro and Washington County contributions of \$100,000 each. To that end, the additional funds provided by a potential funding measure will allow a more robust set of solution alternatives, transit options and a thorough review of greenhouse gas and black carbon emissions reduction strategies. As a result, **the City strongly supports earmarking regional funds for an enhanced Sunset Highway Corridor Study.**

Thank you for considering our proposal and if you have any questions please feel free to contact Mayor Callaway.

Sincerely,



Mayor Steve Callaway



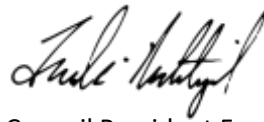
Councilor Anthony Martin



Councilor Rick Van Beveren



Councilor Kyle Allen



Council President Fred Nachtigal



Councilor Beach Pace



Councilor Olivia Alcaire

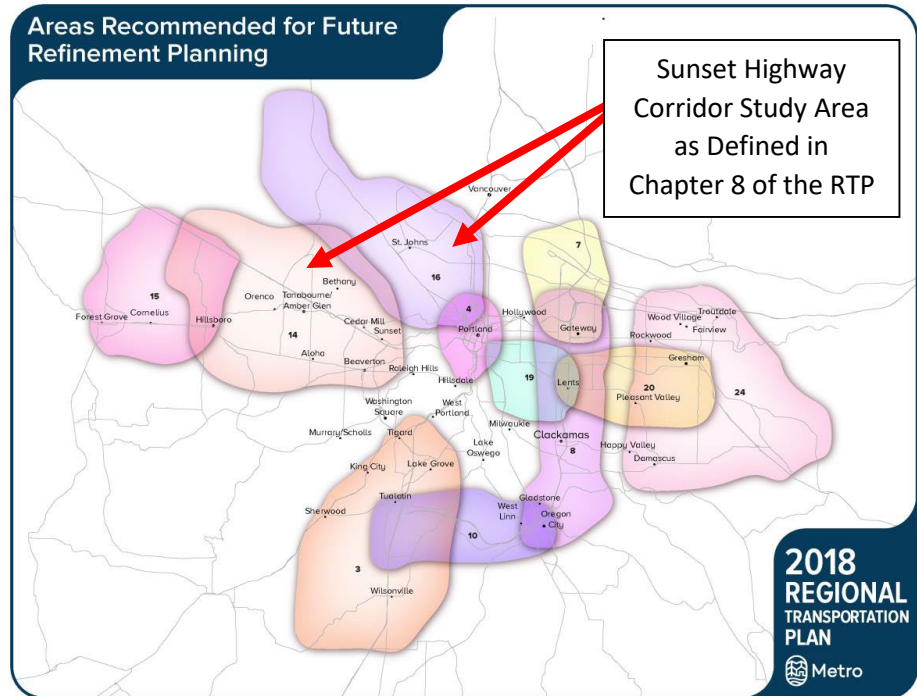
cc: Metro Councilors
Hillsboro City Councilors

Get Moving! Proposal for a Planning Project

Sunset Highway Corridor Study

Introduction

This proposal seeks to secure \$1.3 million in funding from the possible regional transportation investment measure to augment a pending corridor study on US26 (the Sunset Highway) from the Brookwood Parkway interchange in Hillsboro to the I-405 interchange in Portland. This proposal details the goals and scope of work for the corridor study and provides information requested by Metro staff for use in prioritizing potential T2020 planning projects.



The Sunset Highway (US 26) is a major mobility corridor for the Portland Metro region and the state of Oregon. The area served by the Sunset Highway has experienced significant economic and population growth over the last decade and these trends are expected to continue. Improved freight access to and from the west side of the Portland metropolitan region and employee mobility between economically disadvantaged communities and family wage jobs located in North Hillsboro are major issues that will be addressed in the study. The first step towards improved mobility in the corridor is to launch a planning process to identify existing deficiencies, evaluate potential transportation system improvements and weigh the viability of potential projects to address the identified transportation system constraints.

The City of Hillsboro is submitting this planning study application as the lead project sponsor; however any funding authorized through the Metro funding measure is intended to augment existing funding committed by the Oregon Department of Transportation, Washington County and the City of Hillsboro. The project partners support undertaking a comprehensive multi-agency study of the corridor to identify multi-modal solutions that will meet current and future transportation challenges.

Description of the Goal, Location and Scope of Possible Planning Project

The goal of the Sunset Highway corridor study is defined in Section 8.2.4.6 of the 2018 Regional Transportation Plan (RTP), which states that “the study shall evaluate the costs and benefits of a range of potential investments intended to reduce hours of congestion in the corridor, improve travel time reliability, reduce crash frequency and improve transit utilization.” The RTP further states that the

objective of the study is to “identify a set of potential investments that would be subsequently advanced for further study and potential project development and funding.”

According to Section 8.2.4.6 of the 2018 RTP, the location of the corridor study is “centered on the US26 Sunset Highway which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5 and I-84. The specific study area will include the area between the Brookwood Parkway interchange in Hillsboro to the I-405 interchange in Portland.”

US26 is unique due to the fact that hazardous materials are not allowed to be transported through the Vista Ridge tunnels. These materials, such as petroleum products or industrial gases used in the manufacturing of silicon wafer products, are typically transported via Cornelius Pass Road or other secondary parallel routes. Because freight and employee mobility also depend on the Sunset Highway’s complementary parallel arterial roadways (Cornelius Pass Road, Cornell Road, Barnes/Burnside Road and the Beaverton-Hillsdale Highway), those facilities will also be included in the study. The RTP recognizes that any improvement or inaction on the Sunset Highway will determine how these complementary parallel arterial roadways function now and in the future.

The scope of the corridor study is listed below in twelve work tasks:

1. **Define goals and objectives:** The study will clearly describe the desired outcomes from conducting the analysis of potential system improvements. The goals will be specific, realistic and quantifiable and developed in coordination with key stakeholders.
2. **Develop purpose/statement of need:** The study will define the purpose of the proposed improvements and the transportation system needs and their relation to the regional/statewide economy.
3. **Define problem statement/background information:** The study will provide adequate context describing the importance of the corridor to the region and identify the existing and anticipated challenges requiring system enhancements for passenger and freight mobility.
4. **Establish study area:** The study will clearly describe the transportation corridor(s) included in the analysis.
5. **Document existing conditions:** A key section of the study will be analysis of existing transportation, land use, and environmental conditions. This will include:
 - a. Transportation system data collection from sources such as the Portland Region Traffic Performance Report.
 - b. Review and summarize plans, policies, planned projects (e.g. from the Metro Regional Transportation Plan), and linkages to existing land uses.
 - c. Environmental baseline report to describe environmental conditions and constraints in the study area. Incorporate existing carbon and greenhouse gas inventory mapping under development by City of Hillsboro funded study in partnership with Portland State University.
 - d. Refine regional mesoscopic transportation demand model and calibrate to existing fleet mix, travel volumes, speed conditions, and existing black carbon and greenhouse gas emissions inventory map.

6. **Future conditions analysis:** This section of the study will analyze conditions over a 20-year planning and management period.
 - a. Land use analysis will address adopted land use plans and define what level of land development is anticipated to occur.
 - b. Forecasted traffic conditions based on adopted plans and the regional transportation demand model and enhanced calibrated regional mesoscopic model to define how the transportation system performs if no system changes are made (beyond those already scheduled and funded).
7. **Define range of alternatives:** The primary focus of the study will be the development and analysis of a set of multi-modal transportation improvements and demand management strategies, such as congestion pricing, which will address the identified purpose and need.
 - a. Define methodology to develop the list of alternatives for analysis, including review of existing studies and planning sources and discussion with key planning, major projects and preliminary design staff and executive management team, among others.
8. **Conduct analysis** of the benefits, implications, and challenges for a range of alternatives.
 - a. Evaluate alternatives using regional transportation demand model to estimate mode choice benefits, vehicular and transit demand, hours of congestion, travel route diversion, latent demand and induced demand effects with investment options.
 - b. Utilize calibrated regional mesoscopic model to evaluate alternatives impact or benefit on travel demand, travel speeds, and emissions of black carbon and greenhouse gas relative to existing base case emissions inventory map.
9. **Estimate potential costs:** The study will include planning-level cost estimates for each alternative considered or a subset of viable alternatives.
10. **Engage stakeholders and public:** The study will have a stakeholder and public involvement component, such as an advisory committee with representation of relevant counties, cities, regional government, ports, and tribes to ensure the study addresses appropriate local and regional concerns through a process that can be used in subsequent NEPA phase analyses.
11. **Recommend range of alternatives** to carry forward into future project phases, including the NEPA process.
12. **Discuss anticipated next steps** following completion of the study and the definition of needs and associated range of alternatives to serve such needs. Future phases will include defining the project development processes, stakeholder engagement, regulatory compliance requirements which may include a NEPA strategy and environmental review process, and potential funding strategies.

Consistency with the 2018 RTP Policies, Mobility Corridors and/or Project List

The RTP identifies areas in the region – called mobility corridors – that are recommended for more detailed planning to identify multimodal investment strategies adequate to service regional transportation needs in the corridor. Further, many of the mobility corridors identified for further planning in the RTP are identified because they do not meet the adopted regional mobility policy.

The RTP states that a plan for a mobility corridor must identify the capital and operational improvements that the corridor needs consistent with the region's congestion management process. If the mobility corridor does not meet the outcomes-based performance standards of the RTP and/or does not fully answer questions of mode, function and general location, the RTP calls for further planning to determine them.

Individual corridor planning projects were identified in the 2018 RTP. The RTP identifies mobility corridors #13, #14 and #16 as the Hillsboro to Portland stretch of US26 and US30. **Figure 8.6** from the RTP depicts the locations of mobility corridors #13, #14 and #16. All three are included in the same description due to the interconnected nature of vehicular and freight travel from Hillsboro to Portland via the west hills connected via Cornelius Pass Road.

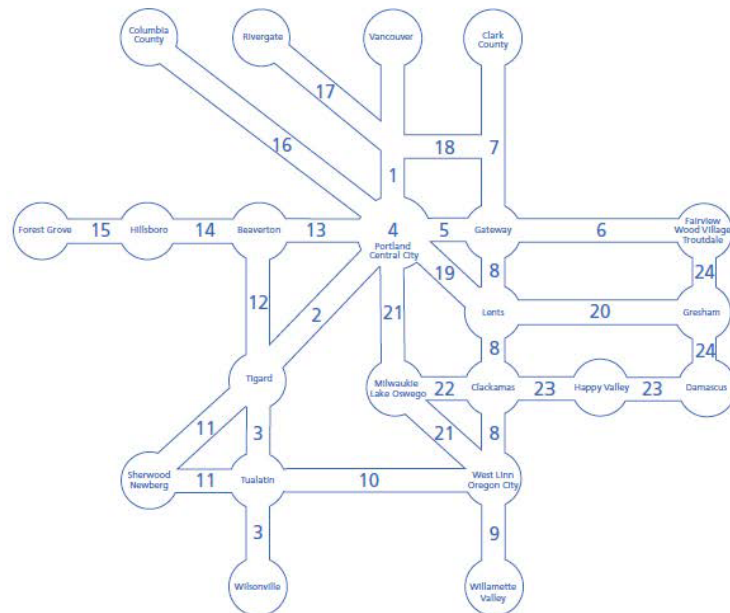
The 2018 RTP concludes that the US26 corridor has unmet needs and is a priority for future study.

Consistency with Metro's 2040 Plan and land use implications of the project

The 2018 RTP is a key tool for implementing the 2040 growth concept, our shared land use and transportation strategy for managing growth. The plan sets the course for future transportation planning and investment decisions and continued implementation of the growth concept. To that end, the RTP recognizes that each mobility corridor strategy will need to be uniquely tailored by optimizing operations on existing transportation facilities.

There are no easy solutions in the US26 mobility corridor. Because of multiple congestion points in the corridor, the few existing arterial connections between Washington County and Multnomah County over the West Hills are saturated with traffic during morning and afternoon commute periods. Urban to urban traffic regularly uses rural farm to market roads to bypass queues and recurring congestion on

Figure 8.6 Illustrative Map of Mobility Corridors in the Portland Metropolitan Region



US26, overloading rural communities with urban traffic and subjecting local residents to peak period congestion.

The US26 mobility corridor connects the centers of Hillsboro and western Washington County to Portland and the rest of the region. As such, strengthening mobility in the corridor supports the 2040 growth concept by facilitating residential and employment growth in existing centers. The region, and indeed the entire state, greatly benefit from the tens of thousands of family wage jobs in the high tech employment center of Hillsboro's industrial center. Providing mobility in the corridor for all residents, including communities of color, economically disadvantaged populations and marginalized peoples, is in the public interest and provides an important regional connection to opportunity for all. Linking Washington County's employment growth to the economically disadvantaged populations in the eastern section of the region through multi-modal enhancements will foster increased prosperity benefiting the entire region.

According to the Metro Regional Transportation Plan (RTP), the Sunset Highway Corridor will comprise 22 percent of the region's households, 20 percent of the region's population, and 31 percent of the region's employment by 2040. Much of the existing and projected employment is traded-sector manufacturing, which places a high priority on its ability to reliably import raw materials and export finished goods to the national and international market through Portland's air, water, rail, and trucking distribution infrastructure. Providing enhanced viability of competitive bi-directional non-vehicular mobility options serving both the employment growth in the Sunset Corridor, as well as the continued employment growth in the Portland Central City, will be essential to reducing the environmental impacts of this challenged corridor.

List of Task Force and Metro Council outcomes that the planning process will focus on delivering

The Regional Transportation Funding Task Force has adopted goals and objectives for a regional transportation investment measure that will improve safety, prioritize investments that support communities of color, make it easier to get around, support resiliency, support healthy ecosystems, support economic growth and leverage regional and local investments. **Table 1** below documents how this proposal is consistent with and furthers the preferred outcomes.

Table 1

Consistency with Task Force and Metro Council Outcomes

Goal	How Met	Level of Alignment
Improve Safety	Detailed study of safety hot spots and crash locations	High
Prioritize Investments for COC	Measures urban to urban travel changes on rural communities and economically disadvantaged communities connecting with family wage jobs. Washington County is the most diverse county in Oregon. Evaluates improvements on farm-to-market roads, evaluates travel options to provide connections between housing and economic opportunity.	High
Easier to Get Around	Evaluates actions that prepare for future growth, evaluates transit options, focuses on decreased commute times and evaluates freight mobility.	High
Supports Resiliency	Measures effect of limited corridor travel on rural roads, measures effect of Vista Ridge tunnel collapse on remainder of system.	High
Healthy Ecosystems	First in Oregon scientifically measured greenhouse gas emission footprint of a major mobility corridor, evaluates options quantifying potential greenhouse gas emissions footprint reductions for range of investment alternatives.	High
Supports Economic Growth	Evaluates access to employment centers, evaluates freight mobility, measures job growth and increase in system effectiveness. Evaluates reduction of hours of congestion re-opening freight mobility opportunities.	High
Leverages Investment	T2020 funds will augment existing funds already committed.	High

Support from Project Partners

On September 18, 2019 Governor Kate Brown issued a directive to the Oregon Department of Transportation to work with regional partners to complete a Transportation Systems Improvements Study on the US26 corridor. The Governor directed ODOT to examine system conditions and needs and evaluate ideas on how to address growing transportation system demands, along with identifying actions that ODOT and its regional partners can take to build a multimodal system that supports all who rely on it. The Governor's letter to ODOT is included in this application.

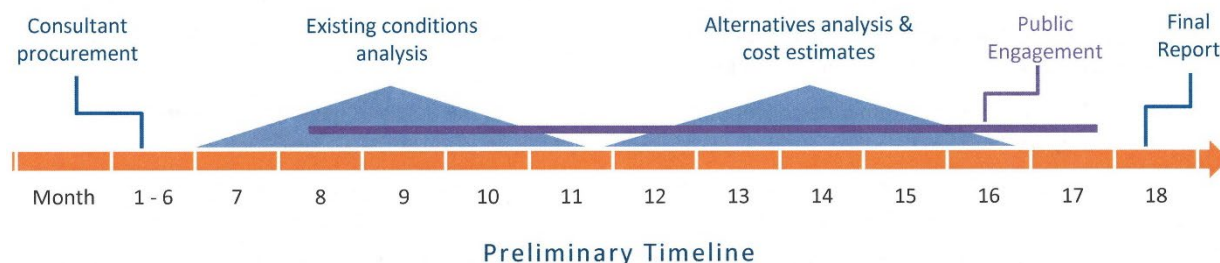
Both Washington County and the City of Hillsboro have taken further action to add funding and resources to the study requested by the Governor. Both jurisdictions will contribute \$100,000 each in local funds plus staff time to the project. The City of Hillsboro has also allocated an additional \$200,000 for a detailed scientific survey of the corridor's existing greenhouse gas (GHG) emission footprint, partnering with leading air quality scientists and air toxin health officials to forge a new path for evaluating alternatives that lead to the lowest possible GHG emissions footprint in the corridor. This work is currently underway.

Attached to this application are copies of letters of support for the Sunset Highway Corridor Study from Washington County and the office of Governor Kate Brown on behalf of the Oregon Department of Transportation.

Timeline for the Project, Including Key Milestones

The study is anticipated to take approximately 18 months to complete, including about 6 months to develop the scope of work and procure a consultant team to provide pre-NEPA analysis of existing conditions and improvement alternatives, and conduct public involvement facilitation. The environmental pre-study and corridor emissions mapping work presently underway is anticipated to conclude by the Fall of 2020. **Figure 1** below documents the project timeline and anticipates a successful Metro transportation funding measure in November 2020 as the trigger for commencement of the study.

Figure 1
Sunset Highway Corridor Study Anticipated Schedule



Estimated Cost for the Planning Process as well as staffing and resource commitments from agencies

A preliminary cost estimate for this effort, which represents the first phase of existing conditions and alternatives analysis, is approximately \$2,500,000 including both agency staff and consultant costs. An estimated \$1,200,000 is assumed by the existing project partners and \$1,300,000 is being requested by this proposal. The magnitude of the cost reflects the complexity and scope of the corridor's extent, spanning from north Hillsboro to Portland's I-405 interchange and addressing implications to other corridor facilities including US30, connecting rural roadways such as Cornelius Pass Road, Newberry Road, Germantown Road, Cornell Road-Lovejoy, Barnes Road-Burnside and impacted urban roadways in northern Tualatin Valley and North/Northwest Portland.

Transit service, such as the planned Redline Extension to Hillsboro and expanded bus service in the corridor, will require evaluation of future alternatives to meet existing and future growth demands. Recent work led by the City of Hillsboro in partnership with Metro modeling staff has identified significant potential transit opportunities for the corridor including possible additional park and rides west of the Sunset Transit Center as well as potential bus-on-shoulder opportunities.

Evaluation of multi-modal alternatives supporting the Sunset Highway corridor must include a robust assessment of investment alternatives impacts on the black carbon and greenhouse gas footprint of the corridor and its complimentary facilities. Preliminary air quality work is currently being undertaken by the City of Hillsboro utilizing the expertise of transportation and air quality consultants such as Portland State University and the Oregon Department of Environmental Quality. In order to accomplish this work, the corridor study requires a budget sufficient to provide high quality comprehensive environmental impacts reporting in order to assure fully informed policy making that vet future investments worthy of further advancement.

Finally, the nature of the corridor's extent and investment implications warrant a robust public engagement process. This will require a significant budget to assure opportunities are available for input from all members of the affected communities.

Identification of any previous planning processes in the area, as well as prior public engagement

The 2013 *Westside Freight Access and Logistics Analysis* found that greater Portland's export economy relies on the computer and electronics industry, which accounts for over half the value of the region's exports. This industry is primarily located on the region's Westside, sometimes called the "Silicon Forest," and depends on a tightly managed supply chain to efficiently bring products to markets that are mostly outside of the greater Portland area. Addressing freight mobility challenges experienced by the Westside computer and electronics industry will also benefit the footwear, apparel, medical, dental, agricultural and pharmaceutical industries in Washington County.

Freight movement between the Westside industries and the PDX freight consolidation area and the Portland International Airport depends on two routes:

1. US 26 eastbound to I-405 northbound to I-5 Northbound to Columbia Boulevard; and
2. Cornelius Pass Road northbound to US 30 to Columbia Boulevard via the St. Johns Bridge.



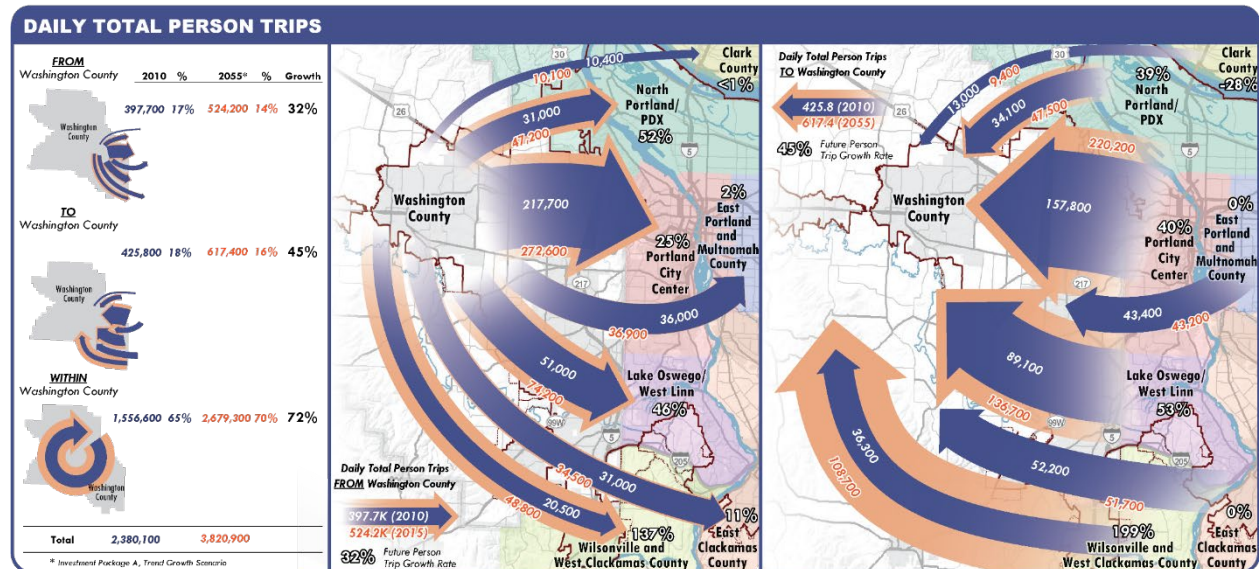
In interviews conducted for the *Westside Freight Access and Logistics Analysis* study, freight shippers of computer and electronics products reported afternoon congestion and reliability challenges within the US 26/I-405/I-5 corridor and that Cornelius Pass Road/US 30 becomes the de facto route in the afternoon. This was confirmed in travel time analysis conducted in conjunction with the study. In addition, ODOT Region 1's *Portland Region 2016 Traffic Performance Report* documented a further degradation of travel in the US 26 corridor since 2013 and identified that US 26 eastbound between Highway 217 and I-405 ranks as the most congested corridor in the region's top 10 bottlenecks at 13.5 hours per weekday. By comparison, the I-5 Rose Quarter experiences 9.25 hours of congested flow. Between 2015 and 2017, ODOT has identified that the cost of congestion for this

eastbound corridor has increased by 33.5%, the highest increase of any corridor in the region by over 9%, (Source: *ODOT Portland Region 2018 Traffic Performance Report*).

The Washington County Transportation Futures Study, completed in 2017, also identified significant future needs in the Sunset Highway corridor. **Figure 2** documents the magnitude of daily person trips taken to and from Washington County.

Figure 2

Daily Person Trips Into and Out of Washington County



In addition to studying potential investment options to accommodate these trips, the Washington County Transportation Futures Study contained a substantial public involvement component which included 5,319 people comments online and in public open houses. The robust feedback yielded statistically valid results across the breadth of Washington County. In addition, a random scientific poll was conducted that included 400 Washington County residents. The top priorities overall were building a multimodal transportation system and improving traffic flow.

A majority of survey participants felt that faster and more convenient transit, freeways, new roads and bike/pedestrian facilities are a priority, demonstrating support for a multi-modal system. They gave highest priority to transit improvements, followed closely by freeways. The highest values in selecting priorities were improved traffic flow, followed by availability of transportation alternatives and access to essential destinations.

Governor Kate Brown



September 18, 2019

Paul Mather
Deputy Director
Oregon Department of Transportation

Dear Mr. Mather,

As you know, congestion in the Portland metro area has reached a critical juncture. Not only does unprecedented congestion present challenges for Oregonians spending hours in traffic, it adversely impacts freight mobility, regional, statewide, and national connectivity, and threatens the economic viability of our state and the Oregon businesses reliant upon our transportation system.

The Transportation Funding Package passed by the 2017 Legislature (HB 2017 (2017)) takes many steps to address this increasing challenge; the Oregon Transportation Commission has taken additional steps to build upon that work. Now, the Governor directs the Oregon Department of Transportation to collaborate with regional partners to complete a Transportation System Improvements Study to examine system conditions and needs on the Sunset Highway Corridor (U.S. 26) on Portland's west side. The study should include ideas on how to address growing transportation system demands. The study should engage regional stakeholders including but not limited to Multnomah County, Washington County, the cities of Beaverton and Hillsboro, TriMet, and Metro.

The Governor requests that you closely examine the Sunset Corridor on the metro region's west side and evaluate actions ODOT and its regional partners can take to build a multimodal system that supports all who rely upon it.

Thank you for your work on this important issue; we look forward to engaging a productive conversation after the completion of this study.

Sincerely,

Brendan Finn
Transportation Policy Advisor

cc: Robert Van Brocklin, Chair, Oregon Transportation Commission



October 29, 2019

Dear "Get Moving 2020 Task Force" and Metro Council:

On behalf of the Washington County Board of Commissioners, I am writing to express our support for the city of Hillsboro's request for the Task Force and Metro Council to designate the US 26 Corridor a Tier 1 corridor in the Get Moving 2020 measure for corridor planning funds. The proposed measure funding would leverage the effort directed by the Governor for ODOT to collaborate with regional partners to complete a Transportation System Improvements Study to examine system conditions and needs on the Sunset Highway Corridor on Portland's west side. Washington County and the city of Hillsboro each earmarked \$100,000 in local funding to support this effort. We appreciate this investment from the State; however, additional funding is needed to complete a robust corridor plan.

The US 26 Corridor is one of the region's most congested and least-reliable corridors, despite the success of the parallel MAX red and blue lines. The 2018 Regional Transportation Plan identified the Corridor as a need for Corridor Refinement Planning, which recognizes that the projects in the RTP do not address the identified corridor deficiencies.

Major solutions to the deficiencies in this corridor will require long-term efforts. However, other near-term improvements are possible. The additional \$1.3 million in corridor planning funds as requested from the Regional Transportation Funding Measure will support the shorter-term efforts while continuing to explore long-term solutions to improve mobility, safety and reliability between I-405 to Brookwood Parkway on US 26.

Washington County is pleased to partner with ODOT, the City of Hillsboro and others as we endeavor to identify improvements in this corridor through this study consistent with the Task Force and Metro Council values for the Get Moving 2020 Funding Measure.

Thank you for your consideration.

Sincerely,

Chair Kathryn Harrington
Washington County Board of Commissioners

cc: Board of County Commissioners
Steve Callaway, Mayor, City of Hillsboro

Board of County Commissioners

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