

**Citizen Participation Organization # 8**  
**November 8<sup>th</sup>, 2011**  
**Draft 2 Minutes – Approved 12/13/11**

Linda Peters convened the meeting at 7PM, welcomed attendees and guests. She asked attendees to introduce themselves by their CPO 8 location. Robert Bailey was volunteered secretary for tonight's meeting.

**Public Safety Report:** Deputy Dan Charter reported that Sherriff Gordon intended to retire and that Pat Garrett, undersheriff, was pending appointment by County Board.. The Kubota tractor thieves were in custody. Weather and change of clock/season impacts safety: attendees were encouraged to be alert for bicyclists, pedestrians, and slow moving vehicles. A special elk hunt season begins this Friday for one week, and another later hunt will occur. Be alert for hunters and report any trespassing. The two Helvetia elk herds were said to currently number 63 and 25.

**Fire District Report:** Dexter.....reported that fires were down with the change in season, that the district had obtained a grant for equipment upgrades over time, and that the district had been called about the movie lights in Helvetia filming a "Grimm" plot at the junction of Helvetia and Jackson Quarry Roads: the NBC program would air this Friday at 8PM.

**Approval of Minutes:** Minutes were sent out through Google group and were approved as sent. Dana McCulloch was the author and sent them to Linda who then made several corrections and sent them along to those on Google group.

**Transportation Panel:** Anthony Butzek from Metro, Don Odermott from City of Hillsboro, Blair Crumpacker of Washington County, and Tim Wilson of ODOT were present and formed a transportation panel addressing their agencies' roles in planning, funding, and managing road constuction or expansion projects in the CPO8 area. Questions posed by CPO8 Steering Committee prior to the meeting were answered in emails which will be posted to the CPO8 Google Groups and included in the minutes..

Tim spoke about the Brookwood/Helvetia Interchange and discussed its funding sources. Also discussed was the statewide context of much recent highway and bridge repairs. He distriuted materials showing maps of Jobs and Transportation Act-funded projects in Washington County, including plan drawings, photographs, timelines and project summaries for both Glencoe and Brookwood/Helvetia interchanges with Highway 26. Funding for these also includes State funding,

some of it by way of Metro, County and City budgets and jointly-agreed upon project priorities. Priorities for State Highway projects are determined years in advance through State processes but involve requests from local jurisdictions.

Blair Crumpacker discussed the regional transportation committees (JPAC, TPAC) and the local Washington County Coordinating Committee made up of county, city, and Metro reps. He described the MSTIP, --Major Streets Transportation Improvement Program -- for road repair and improvements funded by local property taxes. Other transportation project funding sources include: gas tax, development fees based on trips to be generated by new or altered development, and state motor vehicle funds. He engages in transportation planning, with responsibility for the County's Transportation System Plan Update, which is getting underway and will go until 2013. The county commissioners appoint a Transportation Update Advisory Committee that works with the Department of Land Use and Transportation drafting revisions to County codes for compliance with changing Federal, State, and Metro requirements and as directed by the Board. Staff and Committee recommendations go to the Board of Commissioners for inclusion in Ordinance Adoption processes.

Don Odermott discussed the City of Hillsboro's transportation planning process, its funding context, including the use of the "urban renewal tool". They get a state/federal share of gas taxes allocated to cities. They obtain transportation funds through the water bill. The Brookwood/Helvetia/26 Interchange obtained a 45 million dollar allocation from the legislature. Don spoke about the Brookwood/Helvetia Interchange and identified it supporting 25,000 commuters and freight. He described Hillsboro as an engine of the state's economy, and said that "Hillsboro turns on the lights in many Eastern Oregon areas". The interchange is targeted to make industrial lands "more marketable" and to improve safety for the dangerous Meek Road/Brookwood junction. The city is buying right of way on 253<sup>rd</sup> to improve and extend that road as a new exit for Meek Road neighbors as they intend (and the community desires) to close off the Meek Rd./Brookwood Parkway junction. He indicates that the city is close to closing on right of way land from Barker on NW Schaaf Road and that the city would like to improve and widen this local access road through to NW West Union to shunt North Bethany bound commuters to and from their work sites. Don discussed the public "burden" and the developer "burden" of transportation projects. Collectors are 50/50 and arterials are 75% developer paid. He identified the process of "incentivizing" development without "giving away the farm".

### *Questions of Panel*

- *Has IAMP taken a stand on the Schaaf Road project of City of Hillsboro?* **NO** There was some discussion here re: a recent TIGER grant proposal to obtain federal funds for the interchange that would then free up state funds to potentially facilitate the City plan for their Schaaf Road project. The Save Helvetia group met with Don Odermott regarding the city plan and eventually issued a letter of concern and opposition, concerned that this would facilitate more traffic through working agricultural lands and with no noted plan for buffering.
- *Is the West Side Bypass still dead?* **YES, so said ODOT, county, Metro.**
- *Cornelius Pass was identified as hazardous and over capacity: is there a plan to increase capacity?* **There are small safety projects underway but given the topographical obstacles, no plan to make it a highway. It is a hazardous material exit/entry corridor.**
- *The transportation plan determines what communities get rather than what communities need/want. How is this tension mitigated?* **This was posed at the end of the panel discussion and there was no conclusive answer to this. It paralleled the earlier conversation about Hillsboro's plan to move commute traffic through agricultural lands. Planners do acknowledge that roads have community functions as well as being ways to move vehicles, and believe they do work to balance neighborhood values of livability, aesthetics, safety, accessible active transportation, etc. with conventional engineering formulas and standards and commercial freight demands.**

**Soil Report** Pat Wolter indicates that the Mesmer permit application pends Department of Agriculture final approval and wetland delineation for their 60,000 cubic yard plan. Boyer in Pumpkin Ridge seeks 80,000 cubic yards. The first 5,000 cubic yards can come before permit approval. The Soil Fill Committee has started meeting. CPO 8 actually promoted this proactive site identification concept in early summer to Andy Duyck when he last attended the CPO. This Committee is said to include representatives from County Counsel's Office, the Natural Resources Conservation Service, US Department of Agriculture, an Extension Soil Scientist, Terry Lawler of DLUT, Bob Vanderzanden (Washington County Farm Bureau), and Linda Gray of Extension Services. They are working to identify preferred alternatives with containment on site as a leading contender. A fill site update will occur at CPO 9 this coming Monday at the Public Service Bldg rm 140.

**UGB and Urban/Rural Reserves** Cherry Amabisca reported that objections to the recent UGB proposal are due 21 days from November 8<sup>th</sup>. Those with standing (testified at hearings) can submit objections to Metro/DLCD. The LCDC Reserves Order has yet to be written or received and it is anticipated during the busy and distracting holiday season.

Linda shared a **draft letter** to Washington County and to the City of Hillsboro asking that both consider providing timely notice and invitation for citizen participation and involvement on transportation planning projects that would impact those residing in CPO 8 jurisdiction. This came about as the city of Hillsboro sought TIGRE grant funds and belatedly asked Save Helvetia for comment. By this time, it was well past the point of any meaningful planning. All those present agreed with the letter contents presented.

Submitted,  
Robert Bailey  
Draft 2 revisions/expansions by Linda Peters