



To: Alissa Maxwell, Capital Planning Project Manager, City of Beaverton
From: Jessica Pelz, Policy Analyst
Subject: Cooper Mountain Transportation Funding Strategies
Date: February 16, 2024

Alissa,

Thank you for the opportunity to review and comment on the preliminary transportation funding assumptions for the Cooper Mountain planning area. We appreciate being included throughout the city's planning process. We look forward to continuing to coordinate with the City of Beaverton on funding strategies and other issues as planning and development of the area proceeds.

We are generally supportive of Beaverton's proposed funding scenarios, with a few important caveats:

- As we have stated in several written communications, we do not support the city's preferred approach as shown without the collector connection from South Cooper Mountain to Grabhorn Road (project #24). The current preferred approach is inconsistent with county connectivity policies and does not meet county requirements for access to an arterial road, nor does it meet the intent of various state and regional policies for connectivity. Project #24 is currently shown as "optional"; we request that this project be included in the comprehensive plan maps moving forward and accounted for in the funding plan.
 - While this is primarily a connectivity concern, the Cooper Mountain Community Plan traffic analysis (October 2022) also shows a benefit to four out of five nearby intersections with the collector connection to Grabhorn Road, with the greatest benefit to operations at the Scholls Ferry Road/Clark Hill Road and Tile Flat Road/Grabhorn Road intersections. This is an important consideration in addition to connectivity needs, particularly because funding is not currently identified for either of those identified improvement projects.
- County staff look forward to continued coordination and cooperative refinement of estimated project costs and funding responsibilities/opportunities for improvements to county roads. Several projects identified as a county responsibility are also attributable at least in part to the forecasted urban development. For example, projects 3 (Grabhorn Road/Tile Flat Road intersection), 20 (Grabhorn Road/Gassner Road intersection), and

22 (Farmington Road/Clark Hill Road intersection) are identified in the Cooper Mountain Community Plan traffic analysis as having an additional impact from Cooper Mountain development.

County transportation capital projects are prioritized and funded through our Capital Improvement Plan process, and staff cannot commit to funding any specific projects outside that process. However, we can commit to being good partners and we look forward to continuing conversations around collaborative funding strategies and methods so this area can grow and develop according to the community's vision. Thank you for your consideration of our concerns, and please let me know if you'd like to discuss further.