

From: royale_chinook@juno.com
To: [Clark Cathy](#)
Cc: [Rayburn Troy](#); phil@pmeng.com; royale_chinook@juno.com
Subject: HB2696 Relating to tollway projects; and declaring an emergency
Date: Thursday, March 28, 2013 8:49:05 AM

Good Morning, Cathy,

Regarding the Hearing April 8th, 3:00 PM on HB2696 regarding tollways, as of today those who have preliminarily committed to providing comments in strong support of the future of tollways in Oregon are:

1. Dr. Randy Pozdena, Governor's Council of Economic Advisors
2. Mr. John Charles, President, Cascade Policy Institute
3. Mr. John Pinkstaff, Lane-Powell, LLP
4. Mr. Phil Martinson, DBIA, CDT, PE., Martinson Engineering
5. myself

Each has been asked to forward their comments in line with 3-minute limits to us by Wednesday April 3rd. We will forward their comments the following day to you for your posting on OLIS.

We thank you & Troy for your steady cooperation.

Bob; Phil

Philip O. Martinson, DBIA, CDT, PE
Robert M. Youngman
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HB 2696

Testimony by Philip Martinson, PE – Civil Engineer
Co-Owner of Coastal Parkway LLC

House Bill HB 2696, as related to the Oregon Revised Statutes (ORS 383 and ORS 367) and the corresponding Oregon Administrative Rules OAR 731-70; provide a "Road Map" which is necessary for private companies to implement a P3 Project (Public-Private-Partnership). There exists general confusion and overlap between the applications of ORS 383 and 367 plus OAR 731-070 in providing a clean and clear road map to successfully implement and deliver a P3 (Public-Private-Partnership). This is very important when implementing a privately financed project in an expeditious and timely manner without costly delays. House Bill HB 2696 provides such a necessary road map.

The bill does not change any of the current land use laws or local land use approval processes. Projects will still require the local governing agencies approvals, processes and support. As before, the approval process will require normal approvals and involvement of the local governing jurisdictions; as well as ODOT and ODOT's Department of Innovative Partnerships.

Specifically as it relates to the Coastal Parkway Project:

The Parkway would be an extension of *Highway 18 – As a Public-Private Partnership (P3)*

It would provide a transportation corridor connecting I-5 to McMinnville & the Coast.

It would alleviate pressures from the Portland to Coast traffic, which uses alternative routes on I-5 and 99-W. These routes burden communities located in Marion and Yamhill Counties (such as, Salem, Newberg, Dundee, and others) with through traffic. The current problem will intensify as the projected population for the Portland Metro Area increases from 1.7 million in 2010 to 2.7 million in 2030; and the cost of traffic congestion approaches \$1 billion per year.

The Coastal Parkway is complimentary to the Newberg-Dundee Bypass and is complimentary to ODOT's current plan. It will alleviate the increased congestion, which will occur due to the increasing Portland Area population. This is shown by the current ODOT studies for the Newberg-Dundee Bypass traffic congestion studies.

The Advantages to the Coastal Parkway Project:

- Zero Cost to Taxpayers & No Forced Tolling
- Privately Financed – Utilizing All Oregon Contractors & Designers
- Relieving Coastal Traffic Congestion in Salem & Newberg
- Provides an Optional Route - No Existing Public Highways would be Tolled
- After Payoff, the Coastal Parkway would be given to Oregon "Debt Free" and in an "As New Condition"
- Excess Toll Revenues would be used for other Highway & Community Projects