REPRESENTATIVE RICH VIAL
OREGON HOUSE OF REPRESENTATIVES
HOUSE DISTRICT 26

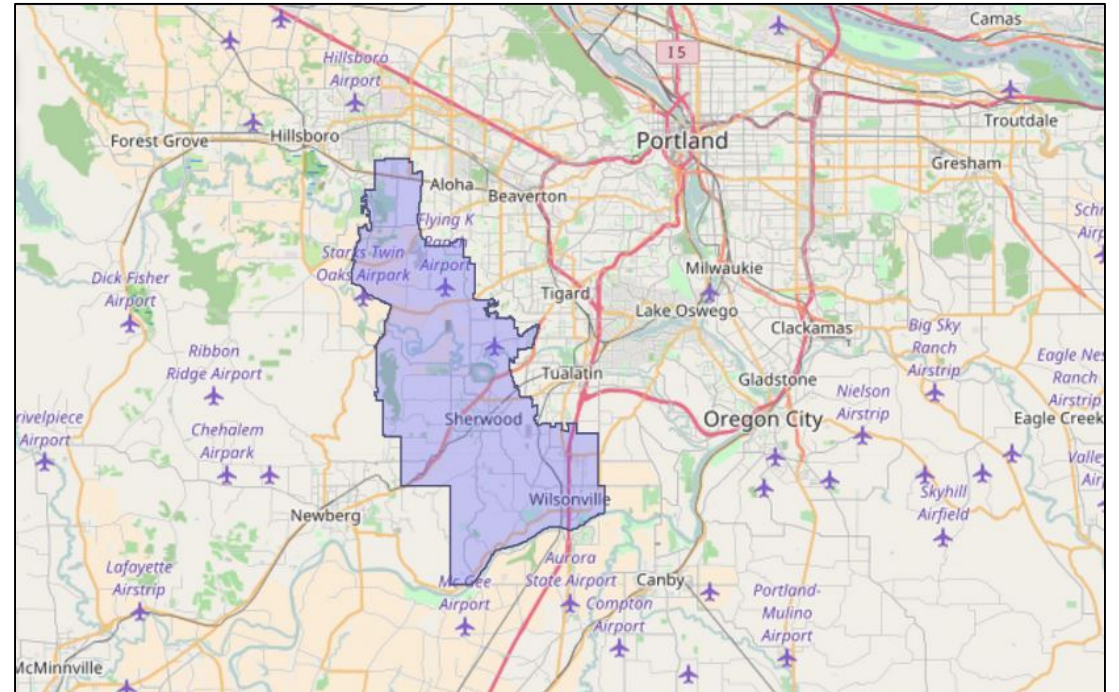# House Committee on Transportation Policy

Public Hearing

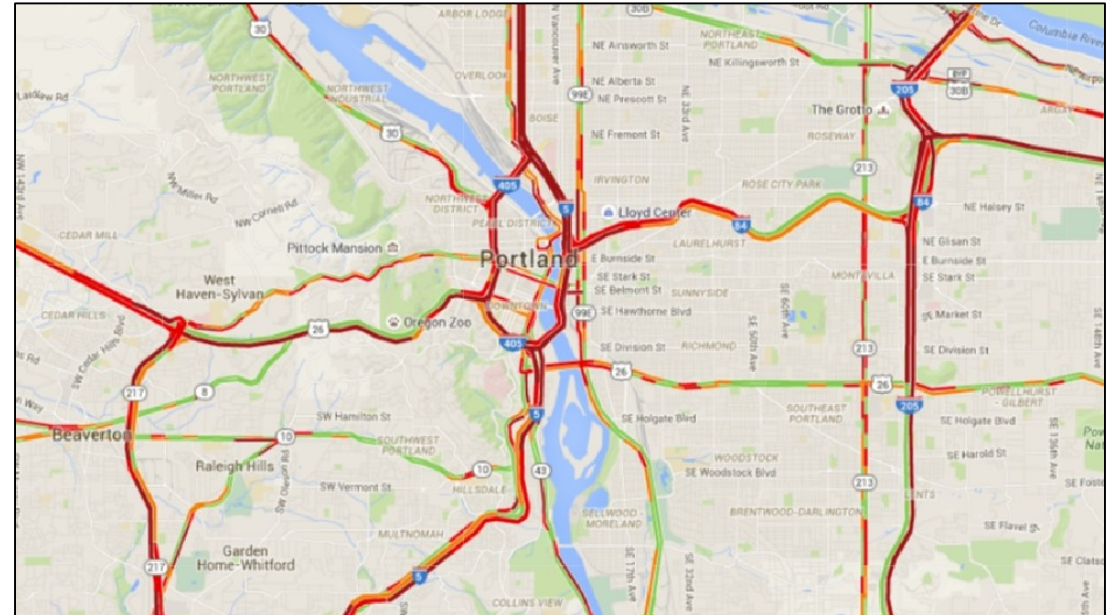## HB 3231

April 5, 2017

Background

- House District 26
  - Wilsonville
  - Sherwood
  - South Hillsboro
  - King City
  - Rural Washington County

- Constituent Feedback:
  Fix Our Broken
  Transportation System

The Problem

- Worsening Congestion

- Dangerous Routes
  - Cornelius Pass Road
  - Farm-to-Market Roads
    - Tualatin Valley
    - French Prairie

The Problem

- Growing Population (by 2040)
    - Hillsboro: +30,000
    - Tigard: +20,000
    - Forest Grove: +12,000
    - Beaverton: +9,000
    - Unincorporated Washington County: +126,000
    - Portland Metropolitan Area: +540,000

Washington County set for big growth, Metro projects

Created on Monday, 18 July 2016 | Written by Jim Redden |

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However, planners in Sherwood think population estimates are too small

COURTESY CITY OF SHERWOOD - This shot along Chapman Road shows portions of the area Sherwood West will incorporate over the next few decades.

If regional planners are right, Portland is set for a population boom over the next 20 years — but the majority of the growth in the area is actually projected to be in its suburbs.

New projections being finalized by Metro, the elected regional government, predict the population of the area inside Portland's urban growth boundary — which extends as far west as Forest Grove — will increase by more than 540,000 by 2040. Portland itself is expected to swell in population by a quarter-million in that time, the projections indicate.

No other city in the region will attract more than 13 percent of the people expected to move to Portland in the Metro projections. But that doesn't mean major changes aren't coming.

The Problem

- No major projects since I-205 in 1983, 34 years ago.

- Not enough funds at the state level.

- Need a new solution.
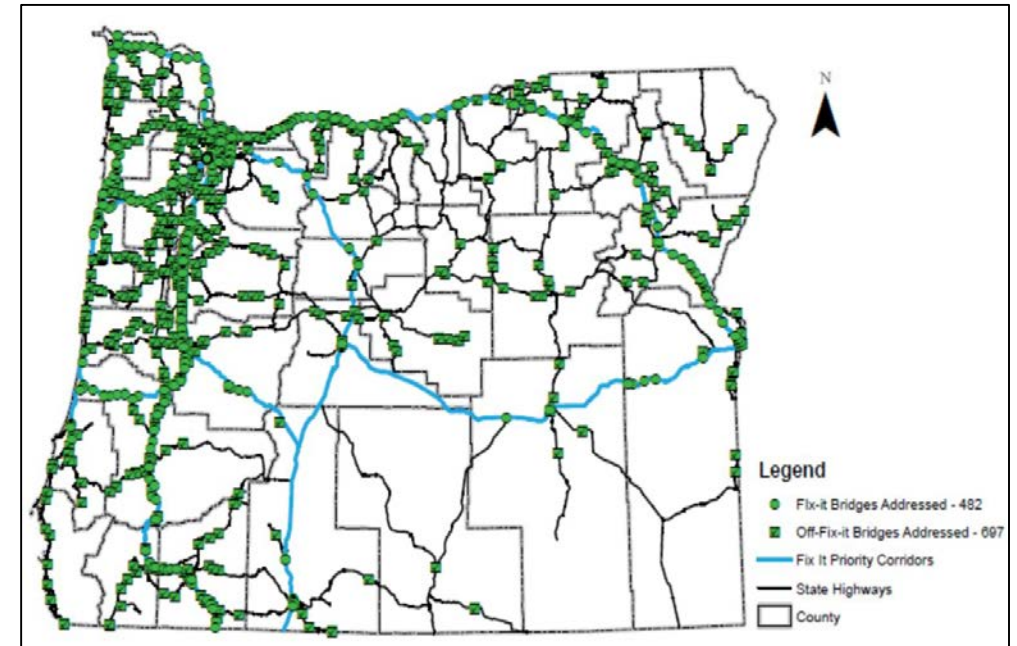
Report from the Joint Committee on Transportation Preservation and Modernization's Highway Preservation, Maintenance and Seismic Upgrade work group

The Idea

- E-470 in Colorado
  - Denver-Aurora Metropolitan Area
  - 1987 Public Highway Authority Act
  - E-470 Board of Directors
    - 8 cities
    - 5 counties
    - 1 town
  - No State or Federal funding
    - Vehicle registration fees
    - Investment income
    - Toll revenues
      - Full highway-speed electronic tolling
- Other Experiences

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A Brief History of Tolling

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- 1982 – Virginia State Route 267 (Dulles Greenway)

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- 1991 – E-470 in Colorado

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- 1993 – California State Route 241

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- 1982 – Virginia State Route 267 (Dulles Greenway)
- 1991 – E-470 in Colorado
- 1993 – California State Route 241
- 1996 – California State Route 73

The Bill

- Limited Access Public Highway Districts
  - Powers
    - Acquisition
    - Design
    - Construction and Reconstruction
    - Installation
    - Operation
    - Maintenance and Repair

The Bill

- Limited Access Public Highway Districts
  - Formation Process
    - Cities and Counties
    - Governing Body Proposal
    - Public Hearings
    - Governing Body Approval
    - Board Member Elections

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The Bill

- Limited Access Public Highway Districts
  - Funding
    - Gifts, Grants, Donations
    - Property Taxes
    - Toll Charges
    - Public-Private Partnerships
    - Revenue Bonds

The Bill

- Limited Access Public Highway Districts
  - Highlights
    - Local Empowerment
      - Public Input and Involvement
      - Equal Representation of Jurisdictions
    - Self-Funding
      - No Competition with Transportation Package
    - Rural Reserves

The Bill

- Support
  - Washington County
  - Yamhill County
  - Columbia County
  - Washington State

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More **people** + more **jobs** = more **urban**

- ➢ **Population could increase 40%-55%**

- ➢ **Growth targeted to urban centers and corridors**

- ➢ **Employment could increase 100%-145%**

- ➢ **More daily trips *into* the county than *out of* the county; and the share of daily trips within the county will increase**

More people + more jobs = more trips

➢ **Total trips increase up to 60%**

➢ **Driving trips to increase by 50%**

➢ **Walking and biking trips increase by nearly 100%**

➢ **Transit trips increase by over 200%**
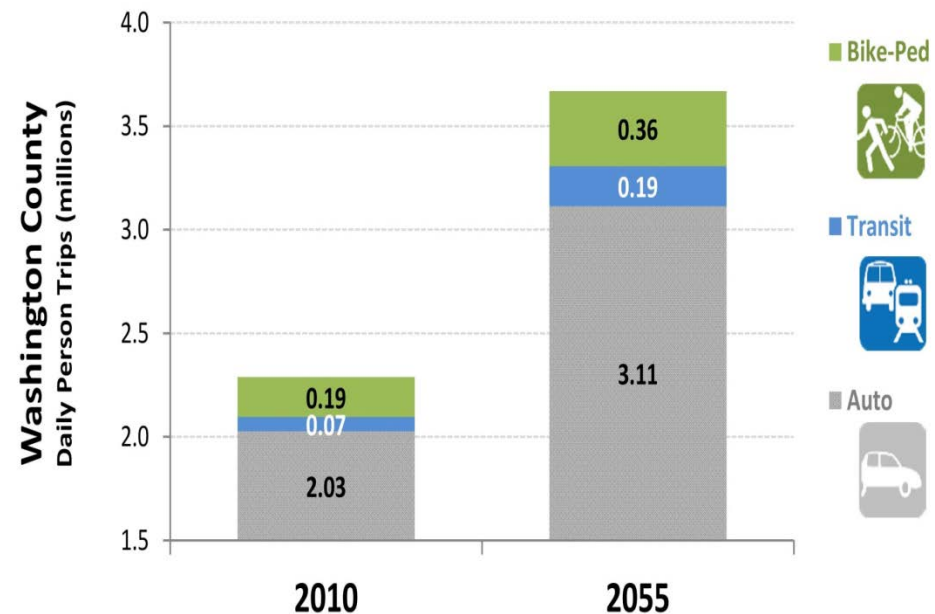
How did the County get input?

ONLINE OPEN HOUSE

- **5,319** People participated *(Also, 42 participated in Spanish-language survey)*
- BIG INCENTIVE!

RANDOM SAMPLE PHONE SURVEY

- Telephone survey among 400 Washington County residents age 18 years and older
- Margin of error +-5%

Transportation priorities

OVERALL

- People **support a multimodal system**
- Improving traffic flow is top objective

ONLINE OPEN HOUSE

- Ranked transit as top priority; closely followed by new freeway lanes

RANDOM SAMPLE PHONE SURVEY

- Ranked roads and highways as top priority; closely followed by transit