



**REPRESENTATIVE RICH VIAL  
OREGON HOUSE OF REPRESENTATIVES  
HOUSE DISTRICT 26**

House Committee on Transportation Policy

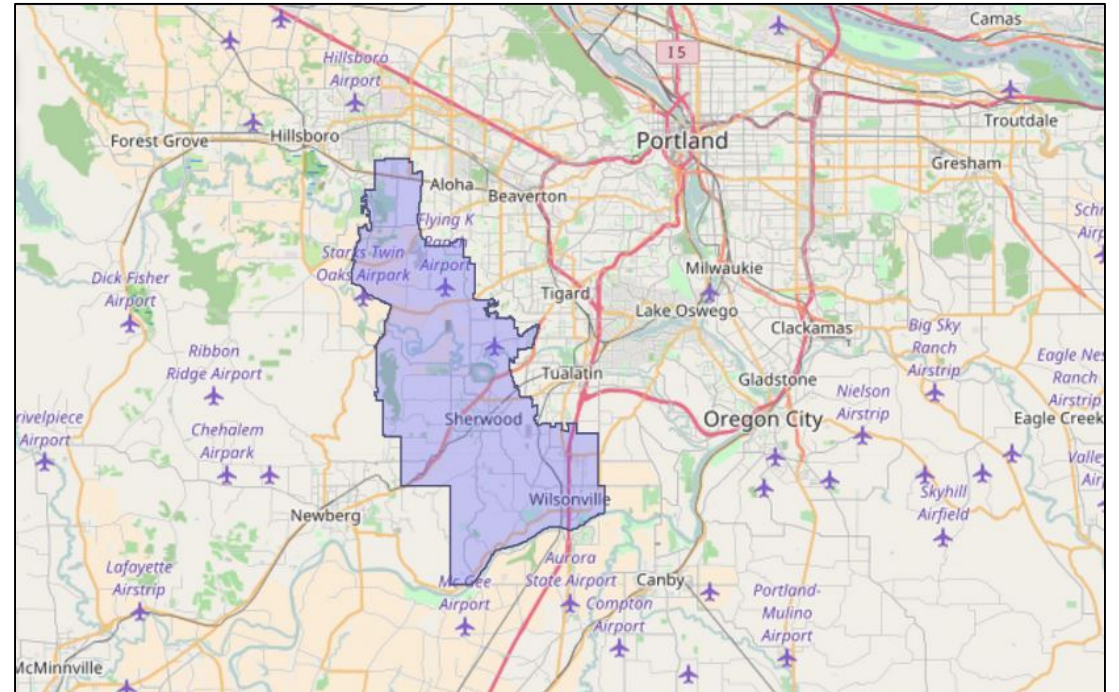
Public Hearing

HB 3231

April 5, 2017

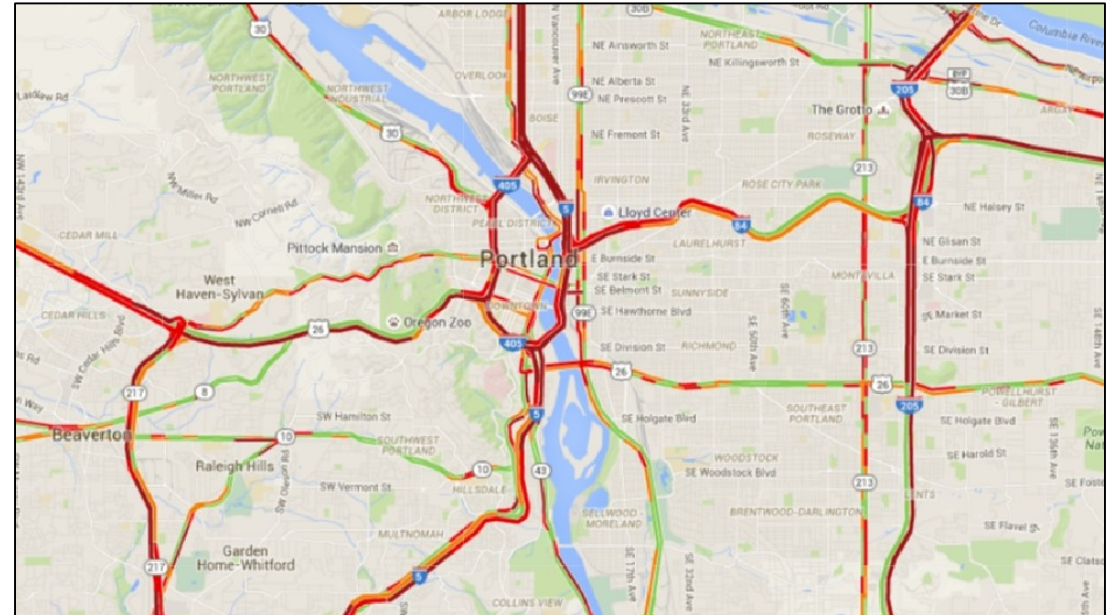
# Background

- 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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 Comments

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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.

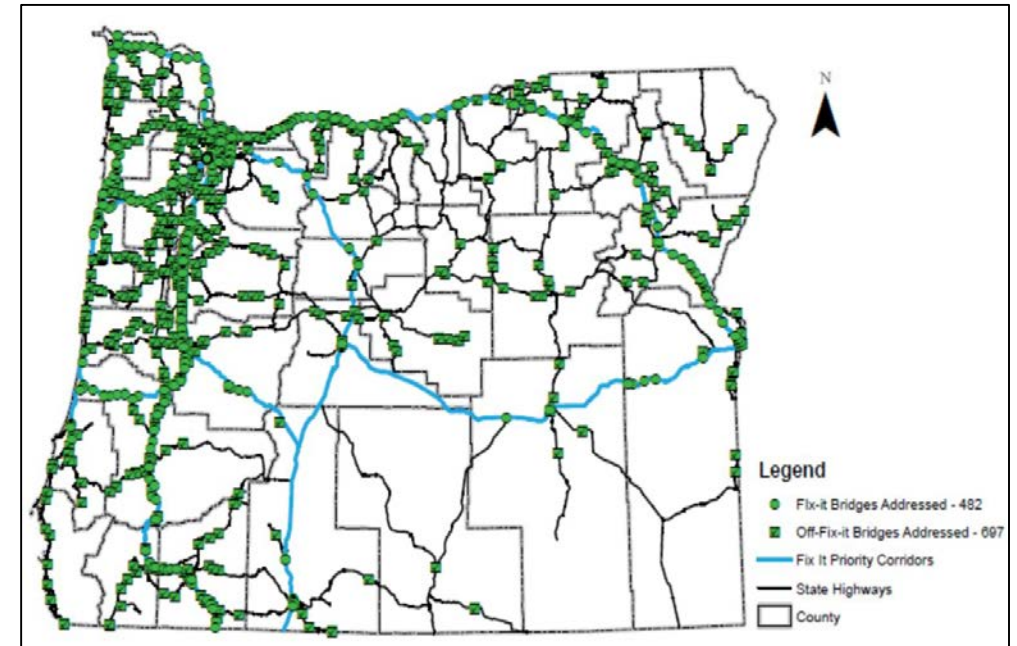
New projections being finalized by Metro, the elected regional government, predict the population of the area inside Portland's urban growth boundary — which extends as far west as Forest Grove — will increase by more than 540,000 by 2040. Portland itself is expected to swell in population by a quarter-million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



# 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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- 1991 – E-470 in Colorado
- 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

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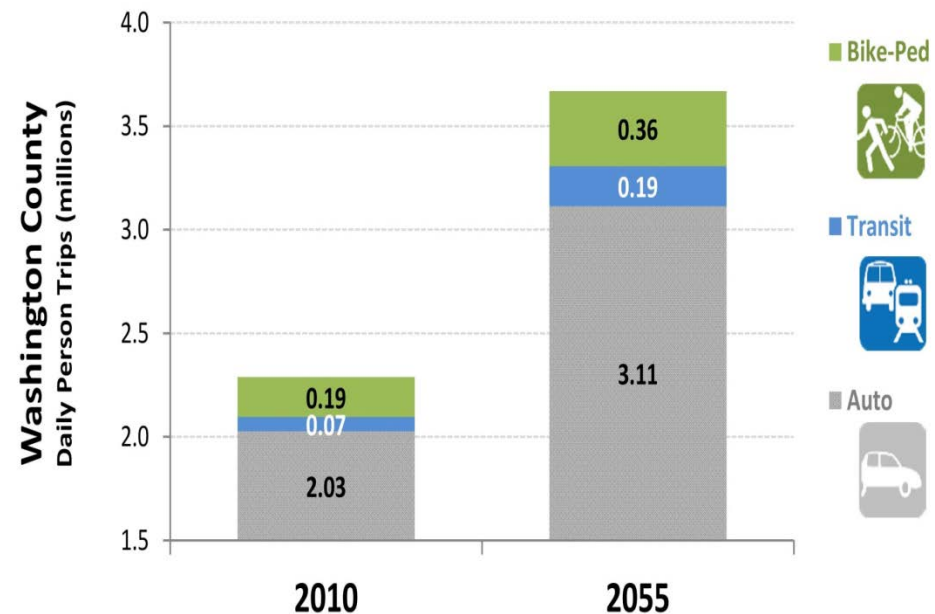
# More **people** + more **jobs** = more **urban**

- **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%

Washington County  
Transportation Futures Study  
Empowering citizens • Moving forward

Online Open House 3

Get Started Study Overview

Help shape Washington County's transportation future

Washington County is evaluating long-term transportation strategies and investments needed to sustain the County's economic health and quality of life in the coming decades. Learn about the Study, and provide your input in this interactive online open house.

Although new comments are no longer being collected through this online open house, you are welcome to submit feedback using the project website.

Where do you want to go?

- 1 Study Overview  
Learn about the purpose of the Study and where we are in the process.
- 2 The Challenges We'll Face  
Learn what our future might look like in the next 40 to 50 years and how the way we travel might change.
- 3 Provide Input on Options to Improve Our Transportation System  
Help the study team prioritize funding and investment areas. (SURVEY PAGE 10)
- 4 Additional Information and Questions  
These topic-specific questions will help the County set future transportation priorities. (SURVEY PAGE 25)
- 5 Tell Us About You  
Give us feedback, sign up for the project mailing list and enter to win a travel transit pass. (SURVEY PAGE 24)

Online Open House



# 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