

Senate Bill 413

Authorizes governing bodies of cities and counties to jointly form district for purposes of acquisition, design, construction, reconstruction, installation, operation, maintenance and repair of limited-access public highway projects within district boundaries.

Key Takeaways

- **The need for investment:** Future population and employment growth means traffic congestion will more than double. Delays for trucks will quadruple. Without major investments in driving, walking, bicycling and transit, traffic levels will be much worse than today.
- **Transit:** Transit demand will triple by 2055. Increased MAX frequency, more bus and shuttle-type service, faster service and better station access will be needed to meet increased intra-county and inter-county transit demands.
- **Major Roads:** Many arterials will be over capacity by 2055. Widening existing arterials and improving connectivity can improve safety and alleviate some congestion, but cannot meet traffic demands.
- **New Roadways:** North-south roads between the I-5/ Wilsonville area and US 26 and between US 26 and US 30 are expected to be over capacity by 2055. Two roadways were modeled: A limited-access road between Hillsboro and Wilsonville, and a "northern connector" between US 26 and North Portland. Both could significantly reduce traffic on adjacent streets and freeways and improve freight travel, but both have adverse environmental and land-use impacts.
- **Freeways:** Freeways will see the worst congestion. Adding lanes beyond those planned in each direction on I-5, US 26, I-205 and Hwy 217 could help reduce delays if the added lane is for exclusive use by trucks, bus and HOV vehicles. Tolling or other strategies may be needed to see additional benefits.
- **Biking and Walking:** Improving bicycle and pedestrian facilities on all major roads will help meet the increasing demands and safety needs for bikers and walkers. Trails can play an additional role.
- **Smart Technology:** Increased efficiencies of the existing system and measures to reduce demand will continue to be important parts of the transportation solution. Fast changing technology will require ever faster changing policies and analysis.



Next Steps

What happens now?

The County will use results from this Study to prepare for its long-term transportation needs. This may include further study of projects and policies. The County will also continue partnerships with other agencies and jurisdictions to further explore transportation options with a regional focus.

For more information

Visit WCTransportationFutures.org to learn more and to read the full Study Report.

Contact us

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(503) 846-6737



Washington County Transportation Futures Study

Exploring options • Informing choices



February 2017

Executive Summary

The Washington County Transportation Futures Study evaluated long-term transportation strategies and investments needed to sustain the County's economic health and quality of life for decades to come. Funded by the Oregon Legislature in 2013, the Study assumed the County's Transportation System Plan (TSP) was implemented and looked further into the future, focusing on longer-term land use and transportation challenges and opportunities.

The Study offers insight into transportation needs and comparisons between policy choices on how to meet future travel needs. This is a study, not a plan. It will help decision-makers inform regional, county and local plans and priorities.

Taking Stock

Since the 1970s, Washington County has:

- Become more diverse
- Exceeded growth expectations
- Adopted land use plans consistent with state and regional goals
- Implemented transportation funding strategies
- Expanded roadway, transit, bicycle and pedestrian networks
- Seen decreases in vehicle miles traveled per capita.

The future of Washington County

Population & Employment

The County will be denser with more people per square mile than Portland has today. In 40–50 years, we can expect:

- A 40-55% increase in population. A 40% increase in population is the equivalent of another Hillsboro, Beaverton and Tigard combined.
- Downtown Beaverton, Tanasbourne, Tigard Triangle and other centers will continue to develop into a mix of residential, employment and commercial uses.
- A decline in vehicle miles traveled per person. The number will be less than in 2010.
- A 100-145% increase in employment.
- Employment growth to be focused on Hillsboro, Hwy 217 corridor and southern Washington County.
- More daily trips will be coming into the County than out of the County. The share of daily trips within the County will also increase.

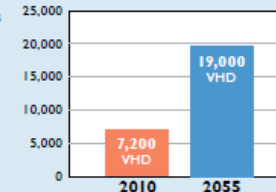
Traffic

More people and more jobs results in more trips. Traffic in 2055 will be worse even with changes in how we travel. We're anticipating:

- Transit, walking and bicycle trips will increase at a faster rate than auto trips. However, a 50% increase in people traveling by vehicle will result in about 3 million vehicle trips per day.
- Increased congestion throughout the day, especially on freeways and at regional access points. None of the Study's transportation options will eliminate or even reduce vehicle delays to today's levels.
- Congestion on major roads which will create more cut-through traffic on local roads.
- Traffic delays will more than double compared to today.
- Delays of freight traffic to increase over four-fold due to more trucks on the road and their dependence on the most congested freeways and roads.
- Improvements in bicycle, pedestrian, transit, highway and roads, smart technology and demand management are needed to meet increased travel demands.

Vehicle Hours of Delay

on Washington County roads during PM Peak Period

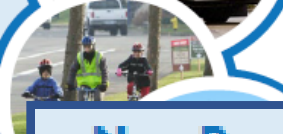


Washington County Trend Scenario Package A



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- **Biking and Walking:** Improving bicycle and pedestrian facilities on all major roads will help meet the increasing demands and safety needs for bikers and walkers. Trails can play an additional role.
- **Smart Technology:** Increased efficiencies of the existing system and managing demand will continue to be important parts of the transportation solution. Future technology will require ever faster changing policies and analysis.



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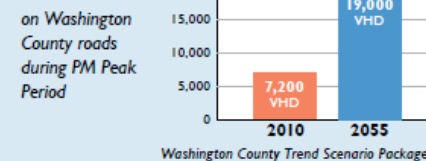
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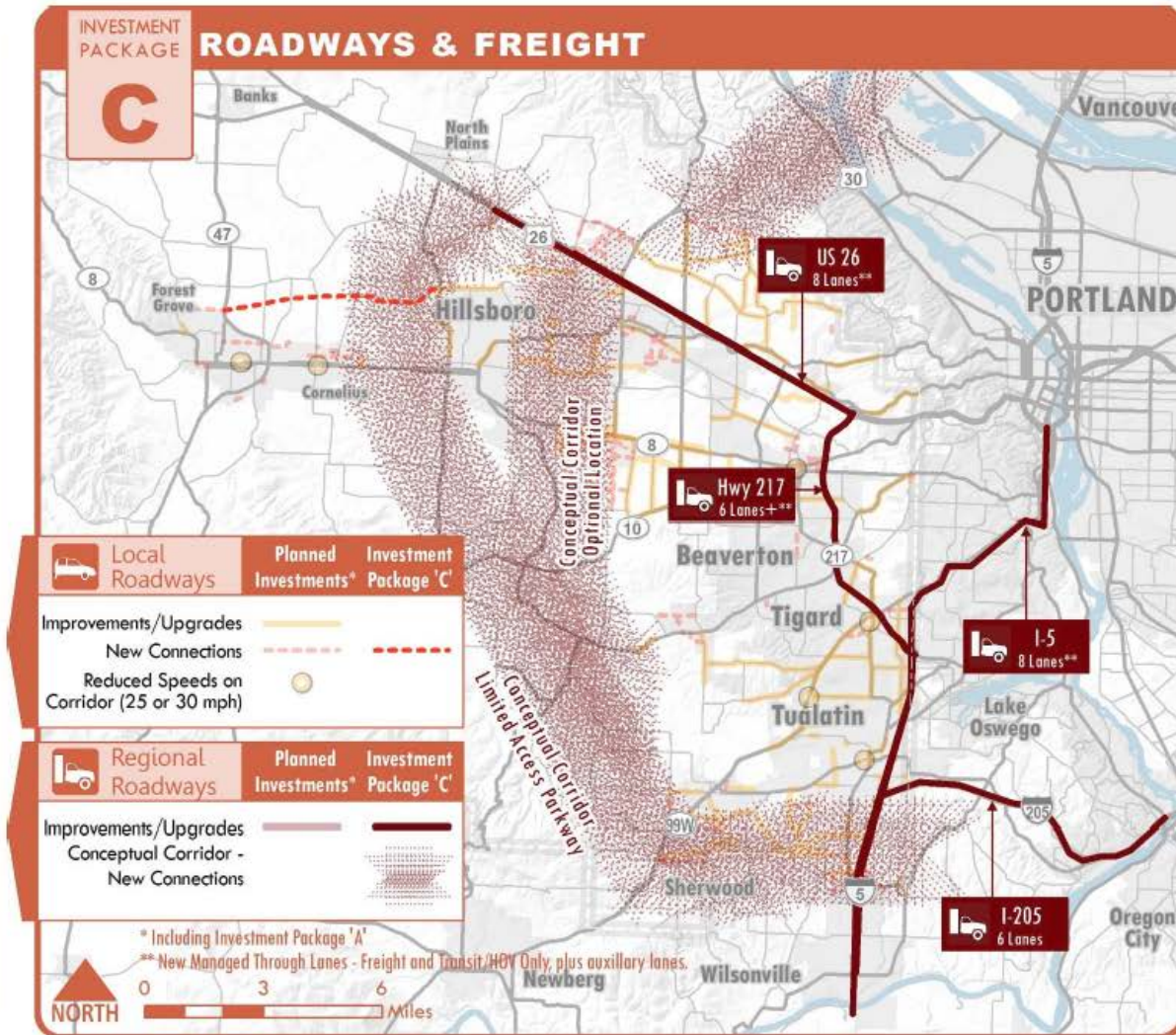
Investment

Transportation Investment Packages

Figure 5-8: Investment Package C – Roadways and Freight

In addition to Package A investments, Package C includes these notable regional roadway and freight system investments:

- ✓ **Freeway widening with managed lanes** – on (1) US 26, between North Plains and Highway 217, (2) Highway 217 between US 26 and I-5, and (3) I-5, between Wilsonville and downtown Portland
- ✓ **New limited-access parkway connector** – including the (1) Northern Connector, linking north Hillsboro (by tunnel) to Columbia Boulevard in north Portland, (2) North-South parkway, linking Sherwood and Hillsboro, and (3) Southern Arterial, linking Sherwood and I-5
- ✓ **New intercity connector** – linking Forest Grove and Hillsboro



E-470 Public Highway Authority

In 1987, the Public Highway Authority Act was passed by the Colorado State Legislature, giving the E-470 Public Highway Authority the power to plan, design, finance, construct, and operate the toll highway. The first segment of the highway opened on June 1, 1991 and the final segment was opened on January 3, 2003.

E-470 is operated by the Authority and financed without state or federal funding or taxes. It relies primarily on toll revenues as well as vehicle registration fees, investment income, and other non-toll revenues.

- Member jurisdictions: Adams, Arapahoe, and Douglas counties and the cities of Aurora, Brighton, Commerce City, Thornton, Centennial, and the town of Parker.
- Affiliate, non-voting members: the cities of Arvada, Broomfield and Greeley, and Weld County.
- Ex-officio members: Colorado Department of Transportation, Denver Regional Council of Governments, and the Regional Transportation District.





The Toll Roads of Orange County

In 1987, Senate Bill 1413 (CA) passed, giving Transportation Corridor Agencies the authority to plan, design, finance, construct and operate major thoroughfares and bridges in Orange County as toll facilities and issue bonds backed by future toll revenues and development impact fees.

Two Joint Powers Authorities were organized under the provisions of state law:

- The Foothill/Eastern Transportation Corridor Agency:** Orange County and the cities of Anaheim, Dana Point, Irvine, Lake Forest, Mission Viejo, Orange, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Santa Ana, Tustin and Yorba Linda.
- San Joaquin Hills Transportation Corridor Agency:** Orange County and the cities of Aliso Viejo, Costa Mesa, Dana Point, Irvine, Laguna Hills, Laguna Niguel, Laguna Woods, Mission Viejo, Newport Beach, San Clemente, San Juan Capistrano and Santa Ana.