

**From:** Kara Boden  
**To:** [HTP Exhibits](#); [Rep Williamson](#)  
**Subject:** HB 3231 - Westside /French Prairie Bypass Tollway bill  
**Date:** Monday, April 03, 2017 8:26:28 PM

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Dear House Transportation Policy Committee:

I'm writing to show my opposition against HB 3231 (Westside /French Prairie Bypass Tollway bill) which has been scheduled for a hearing on Wednesday, April 5, at 8:00 am. I want to quote a outstanding political watchdog organization, 1,000 Friends of Oregon because I agree with their assessment, and believe that Oregon should be focusing on funding diverse forms of transportation. As a current graduate student earning a masters in urban and regional planning, I know freeway projects do not hold up to their promises. I urge you, to re-assess this decision before it's too late.

As 1,000 Friends of Oregon stated:

"HB 3231 authorizes cities and counties to form a special taxing and revenue district to undertake everything involved with financing, designing, building, and operating a limited access tollway. The bill authorizes the tollway district to use eminent domain to acquire land, and to establish, collect, and enforce tolls. The tollway on which this idea was modeled is in the Denver area, and charges (according to the *Oregonian*) tolls up to \$17.45 for cars and \$69.80 for trucks.

HB 3231 also authorizes the district to override designation of rural reserves, thereby allowing this to pave over Washington and Clackamas County farm land. Rural reserves have been agreed to by the three counties, Metro, and the state in Washington, Multnomah, and Clackamas counties. Rural reserves protect the best farm and forest lands and natural resources from development for 40-50 years. Therefore, this toll district can pave farm, forest, and natural resource areas across the most resource-rich areas in the state, including the Tualatin Valley and French Prairie.

Although no route is described in the bill, HB 3231's chief sponsor described a tollway extending from Woodland, WA, crossing to Highway 30 in Oregon at either Columbia City or Portland just west of the I-5 bridge (so on a new bridge) and then through Forest Park, both intersecting with Highway 26 at Cornelius Pass, then paving a swath across the Tualatin Valley west of the current UGB, Yamhill County, and French Prairie, and joining I-5 somewhere south of Donald in Marion County.

**This proposal is a dinosaur road project - it would not have been a solution in the last century, much less in this century. It would be a colossal waste of taxpayer money, sucking every dollar of Oregon's already shrinking transportation funding capacity and leaving the rest of the state's roads even more underfunded for repairs and maintenance. It is time to stop dredging up these dinosaurs, and start talking about a transportation system that meets the needs of all Oregonians for the next century - and that mean serious investment in transit, walking, and bicycling."**

Thank you for your time.

Sincerely,

Kara Boden